

BUFFALO



NEW YORK



THE BOOK OF ITS MERCHANTS EXCHANGE
BY GEO. W. ENGELHARDT. FOR
GENERAL CIRCULATION THROUGH
THE BUSINESS COMMUNITY.

1896 = 97.

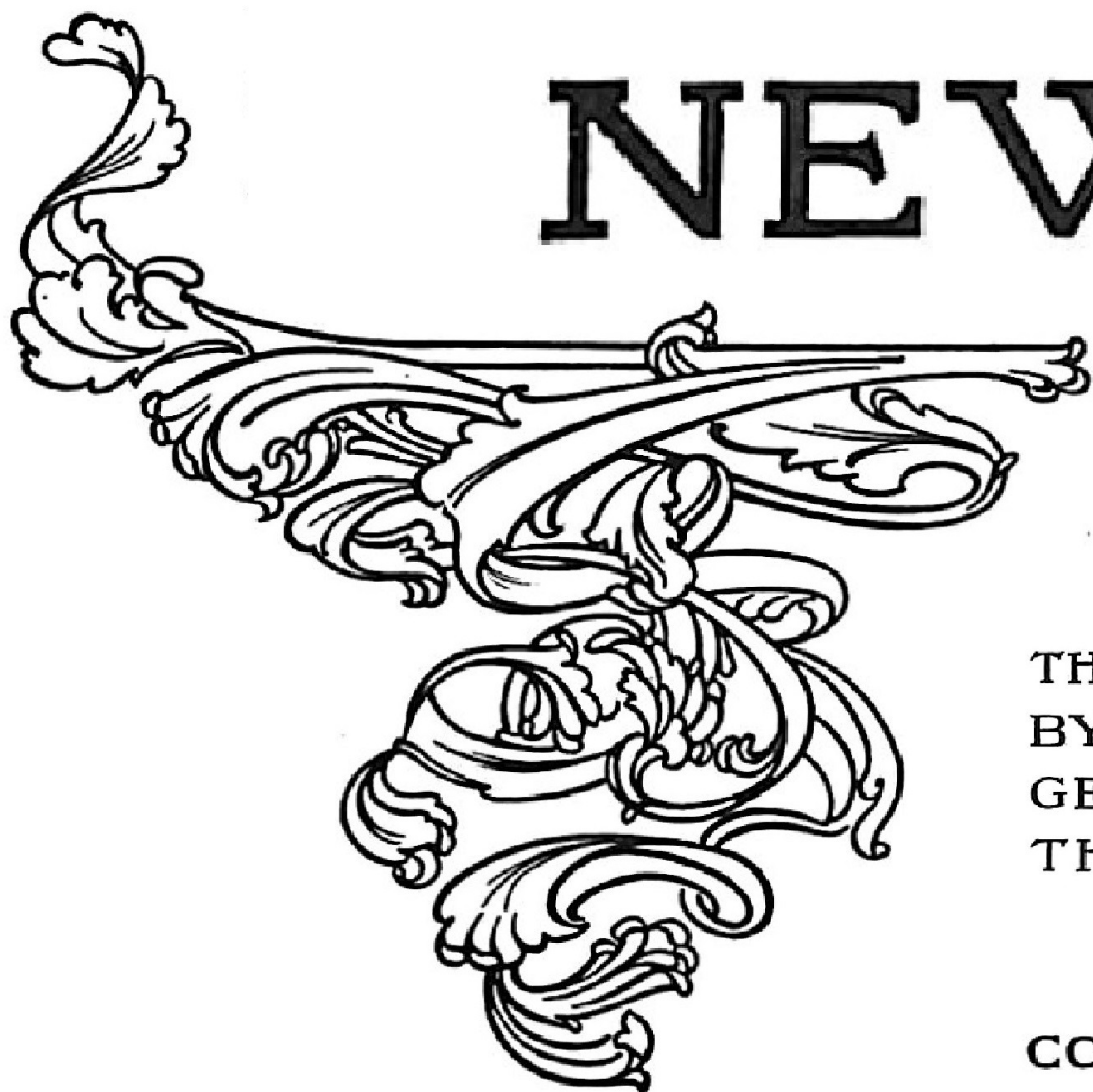
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AIR LINE DISTANCES FROM BUFFALO TO PRINCIPAL POINTS.

(By Rail about 1-3 greater.)

to	Distance and Direction.	to	Distance and Direction.
Niagara Falls,	14 N.	Chicago,	452 S. W.
New York,	292 S. E.	St. Louis,	664 S. W.
Washington, D. C.,	293 S. E.	Savannah,	756 S.
Montreal, Canada,	320 N. E.	New Orleans,	1,087 S. W.
Boston,	398 E.	San Francisco,	2,294 S. W.
Cincinnati,	360 S. W.		

BY LAKE.

To Toronto, is	70 miles.	To Chicago, is	889 miles.
" Cleveland, "	174 "	" Milwaukee, "	800 "
" Toledo, "	252 "	" Duluth, "	997 "
" Detroit, "	255 "		

RAIL DISTANCES TO NEAR-BY POINTS.

IN NEW YORK.

Tonawanda,	11 miles.	Rochester,	75 miles.
Niagara Falls,	23 "	Geneva,	116 "
Lockport,	25 "	Syracuse,	151 "
Batavia,	38 "	Elmira,	156 "
Chautauqua Lake,	69 "	Utica,	196 "
Olean,	70 "		

IN PENNSYLVANIA.

Bradford,	77 miles.	Titusville,	144 miles.
Erie,	88 "	Oil City,	150 "

IN ONTARIO, CANADA.

St. Catharines,	36 miles.	Toronto,	105 miles.
Hamilton,	68 "	London,	120 "
Brantford,	80 "	St. Thomas,	128 "



PUBLISHERS' PREFACE: THE BOOK, ITS SPONSORS AND PURPOSE—THE SUBSCRIBERS, THEIR REPRESENTATION AND ILLUSTRATIONS, ETC.

THIS BOOK was compiled and has been issued under the authority of the BUFFALO MERCHANTS' EXCHANGE, one of the strongest numerically, and most influential commercial bodies of the Empire State, New York. It, therefore, bears, virtually, an official stamp.

The aim of the work is to present, as graphically as possible, in text and pictures which together show the present condition and prospects of the city, Buffalo's march in advance.

It is not a book of "write-ups," although along with scores of views of general character it contains an extensive gallery of business portraits and engravings of business houses, the whole combining, in effect, to picture this important and rapidly growing center of life and trade as it is to-day; and although, necessarily also, in it incidental reference is made to schools, banks, transportation companies and other notable local institutions and concerns. But, with these exceptions, no editorial mention is accorded subscribers to the work, and no recognition given them whatever beyond the matter of the brief explanatory titles under their cuts.

Robert A. Hefford

PRESIDENT 1886.



Geo. W. Engelhardt

PUBLISHER.

William Brewster

SECRETARY

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BUFFALO NEW YORK

A BIRD'S-EYE VIEW.



THE CITY OF BUFFALO, on Lake Erie, in Western New York, becomes now, by the union of Brooklyn and the metropolis, the second city in population and business, of the Empire State. It has 355,000 people; it is a busy hive of trade, a city of extensive manufactures, a great railroad center; and has attained eminence with its lake shipping among the world's ports. Take it all in all, and in view especially of its very rapid recent growth, it is one of the most flourishing and promising cities of the land.

In its situation it has many advantages. It is at the head of Niagara River, within an hour's run by trolley from that sublime spectacle, Niagara Falls. It is the Western terminus of the Erie Canal; and is at a point which makes it the Eastern portal—just as Chicago is the Southern—of the rich and populous region of the Great American Lakes.

A handsome city, with its wide asphalt roadways, and its homes embowered in a summer greenery of elm and chestnut, it spreads expansive over a wide area. Its

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MONUMENT, LAFAYETTE SQUARE.

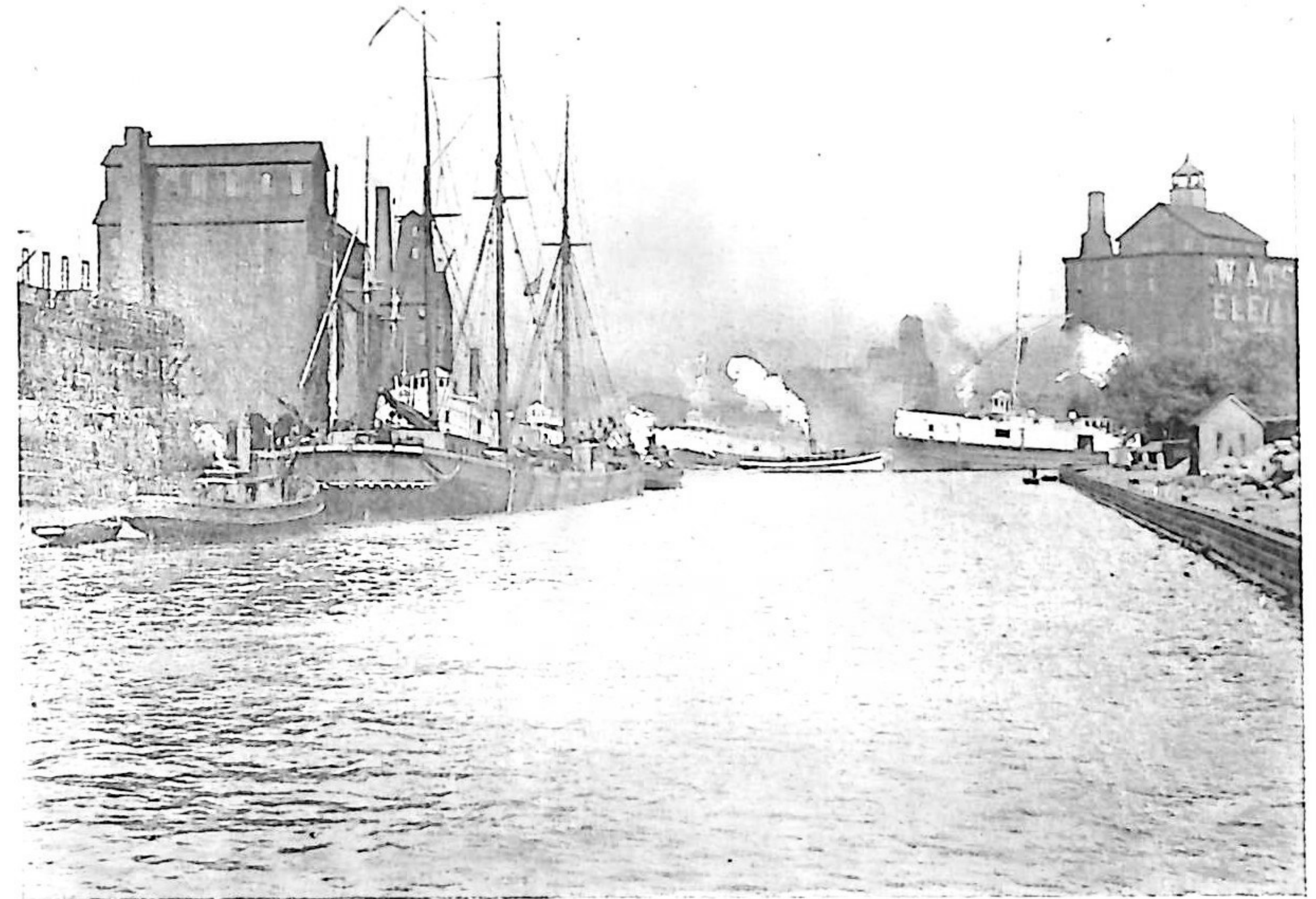
Memorial raised by the Women of the City, to its Heroes of the Civil War. The Sculpture is by Buberl of New York.

northern suburbs link it with the long chain of settlements—chief of them the Tonawandas and City of Niagara Falls—covering the right bank of the Niagara, between Lakes Erie and Ontario, over almost the whole length of the “Niagara Frontier;” foreshadowing for it ultimately, extension, as to business if not territory, embracing them all.

It needs no great stretch of the imagination; indeed, to picture this favored city, risen among its sisters of the land, to a place of the first rank and note. For a new prospect of ascendancy opens to it, in the appliance to its manufactures of electrical power, which has been gener-



BUFFALO RIVER, Harbor of the City.



BUFFALO RIVER, Near the Entrance.

ated, on what is practically an unlimited scale, by the great works lately constructed at the Falls. Already this power has been transmitted for the use of the street railroads of the city, and it is only a question of time and adjustment to change when it must here come into general factory use.

Heretofore Buffalo has been known, figuratively speaking, for its beauty and progress, as the “Queen City” of the Lakes. With the new destiny unfolded it, by late developments, another title for it has been coined. It is the Queen City still, but it is also, in spirit and promise, the “Electric City” of the Lakes.

Buffalo lies at the farthest eastern extremity of Lake Erie and along the east bank of Niagara River, in latitude



MAIN STREET, Retail Quarter of the City.

42.50 North and longitude 78.52 from Greenwich, West. It covers an area within the limits of thirty-nine and a half square miles; thence fading away, with its numerous suburbs, on all except the lake side, over nearly as much ground.

Its business quarter occupies compactly about a mile or a mile and a quarter square of territory, on and aback from the lake front. The residence precincts encircle this quarter east, north and south. Main Street, the principal retail thoroughfare, runs through the heart of the city from the lake nearly north, and divides it, in local parlance, into the "East" and "West" sides. The more fashionable residence district of the West Side mounts the gentle rise to the north of the business quarter, and follows in that

direction, along the river, the line of bluffs which overlook across the stream, the Canada shore. It is in this residence division, along Delaware, North and Summer streets particularly, and on many of the streets intersecting them, where shade trees, lawns and gardens and handsome modern homes abound, that Buffalo discloses most its beauty and its charm.

As laid out for the Holland Land Company early in the century by Ellicott, who was one of the staff employed by L'Enfant to survey the city of Washington, its street plan follows the wheel-within-wheel like topography of the National Capital, providing it with many open



spaces, some of which, like the "Circle" of the West Side, have been beautified with trees and shrubbery, or like Lafayette Square, down town, are set off with statuary and fine architectural surroundings.

The streets of Buffalo, thanks to the foresight of its founders, are wide and straight. The roadways of all principal thoroughfares are smoothly and substantially paved with asphaltum, a material which, in fact, has been more liberally utilized here than in any other city of the land. The sidewalks of the business streets are wide and commodious; in the residence districts they are neatly edged with green and bordered with the long sylvan



MICHIGAN STREET, Wholesale District.



POST-OFFICE CORNER, WASHINGTON STREET, Jobbing Quarter.

vistas, which, with the spacious grounds of all the finer dwellings, give this city that vivid and agreeable distinction of which it is justly proud.

A clean, airy and exceptionally healthful city you would say, on sight of it, and the facts bear your opinion out.

PANORAMA OF THE CITY.

In the architecture of the city both residence and business modern types predominate,—if not strictly so in number, at least they do in character and impressiveness. There is a striking group of newly built office buildings down town, all of them of the monumental order: The Ellicott Square building, covering a whole city block, completed in 1896 at a cost, site included, of \$3,350,000

The Erie County Bank Building, built from unclaimed deposits at an expense of \$1,000,000; The Real Estate Exchange, said to be the costliest home of any real estate organization in the country, \$725,000; The Guaranty Building, thirteen stories, \$600,000, and the D.S. Morgan Building, 225 feet high, \$300,000 or more.

Other imposing down town structures are the Mooney & Brisbane Building, of offices and stores, which cost \$500,000; the Buffalo Library and Museum, \$338,000; Music Hall of the German Young Men's Association, \$200,000; the City Hall, \$1,500,000; the Iroquois Hotel, \$800,000; The Genesee Hotel, Builders' Exchange,



DELAWARE AVENUE, From Utica Street.



SUMMER STREET, From Norwood Avenue.



NORTH STREET, Fashionable Residence Quarter.

Board of Trade Building, Bank of Commerce, and Bank of Buffalo; and there is also well under way in this district a New Post-office, the appropriation of which is \$1,500,000, exclusive of ground.

Numerous fine churches also contribute to give the city a metropolitan stamp: St. Louis Catholic Church, with the light and airy foliations of its open Gothic spire, and the statue of Sainted King Louis in the gable under its porch; St. Paul's and Trinity Episcopal; the First Presbyterian; Delaware Avenue Baptist; Delaware Ave. Methodist; the Jewish Temple "Beth Zion," and others besides. In the West End district of the city, too, are



ELK STREET MARKET, PRODUCE AND FRUIT HOUSES.

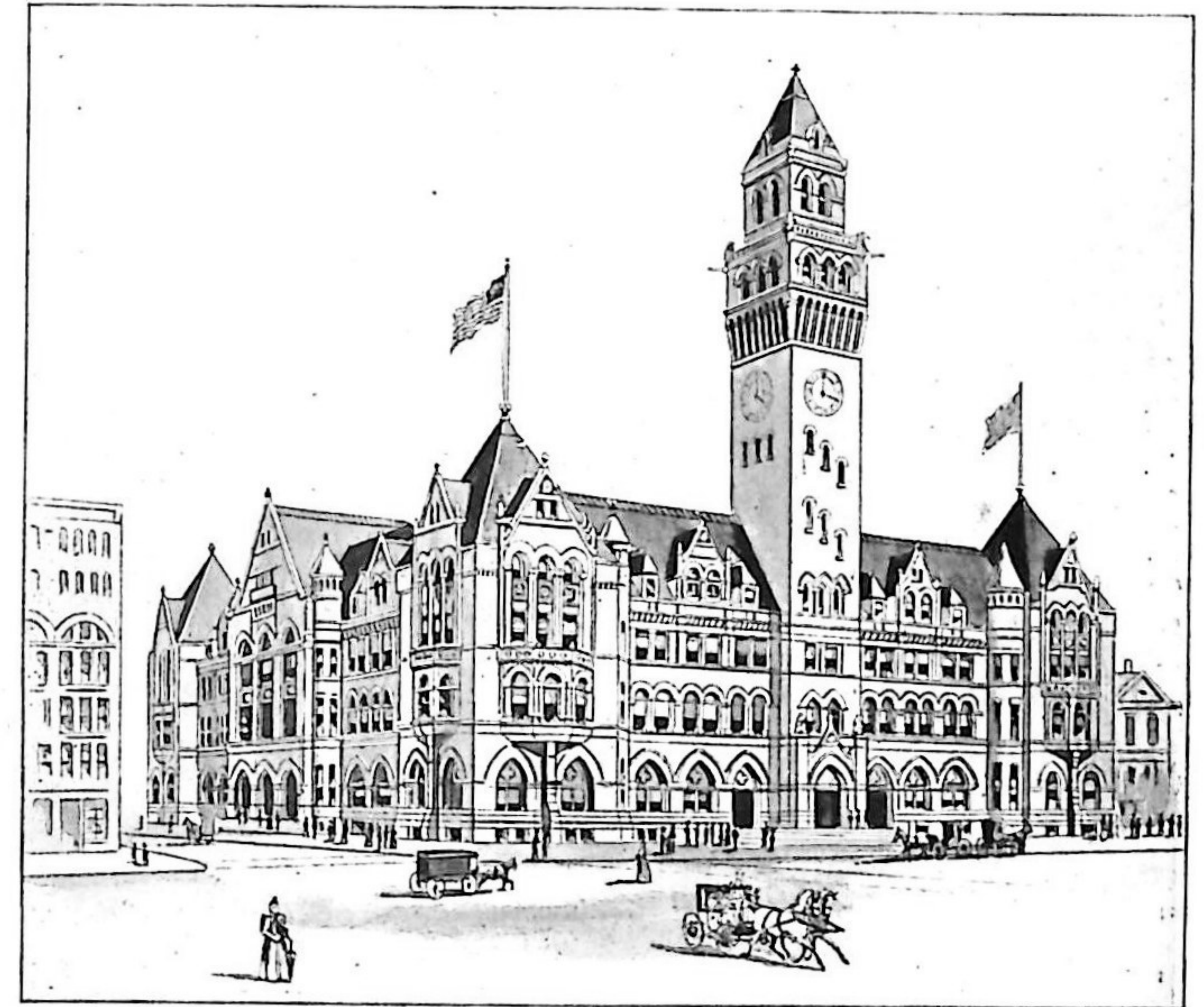


WASHINGTON MARKET, Chippewa Street, East Side.

many elegant and costly, not to say also palatial homes: those, for instance, of the Williams brothers at North Street and Delaware Avenue; of William H. Gratwick, Delaware Avenue (designed by the famous Boston architect, Richardson); of Edmund Hayes, North Street; Trueman G. Avery, on the "Circle," William Hamlin and P. H. Griffin; and a number of other aristocratic mansions that have cost their owners all the way from \$50,000 to \$165,000 and upward, each. In this district also are the "Lenox" apartments, lately finished at a cost of \$400,000; and the "Markeen" flats, \$100,000; on the East Side, approaching completion, is the new Masten Park

High School, upon which the city has expended about \$225,000 so far; the Buffalo General Hospital; and in the northern outskirts alongside the City Park, the stately pile of the New York State Hospital for the Insane, an institution with more than a half mile of frontage, seated in the midst of extensive grounds given by the city, which cost the State to build and equip it \$2,500,000 or more. The fact is, that the average expenditure for new buildings and building improvements in Buffalo during the last four years has been about \$6,500,000 a year, which fact shows how the city has been transformed.

From any of these tall, new structures,—from the coigne of vantage of the cupola of the new Morgan Building in particular,—a view of Buffalo and its surroundings is unfolded, which is very



NEW POST-OFFICE, East Swan, Ellicott, South Division and Oak Streets.
To cost, including site, \$2,000,000.

near superb; north, east and south the city spreads out, block after block, for miles and miles, with its steeples, towers, pinnacles and landmarks of every altitude and description, and the green oases here and there of its parks; west and southwest, the blue sheet of Lake Erie stretching unruffled away, boundless but for the long low wooded fringe of the adjacent Canadian line; and north again, following the sinuous course of the Niagara, yonder the cloud of mist brooding over the great cataract itself,—yes, and on a clear day, even the profile of Lake Ontario just dimly to be descried. And besides Niagara, there are many places of resort and

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ELLICOTT SQUARE, Main and Washington, Swan and South Division Streets.

Office Building 240 x 200 feet. Built 1895-96 by the Ellicott Square Co. of Buffalo, John N. Scatcherd, Pres't.
Fire-proof, with steel frame and inner court. 10 stories, 40 stores, 600 offices. Cost with site, \$3,350,000.



CITY AND COUNTY HALL, Franklin, Church and Eagle Streets and Delaware Avenue.
Built 1876, at a cost of \$1,500,000. Its clock tower is 200 feet high.

recreation, not distinctly visible in this panorama, accessible to the Buffalonians in their balmy summer time: Lewiston and the famous Chautauqua Lake among them; and there are picnic grounds, groves and beaches of the finest bathing facilities—like those of the still reaches of the ocean—on both sides of the line.

INDUSTRIES AND TRADE.

THE business interests of Buffalo are extensive and varied. Its distinguishing features as a trade center are its immense lake shipping, its manufactures, which have grown amazingly during the last fifteen or twenty years, and its numerous railroad lines.

Thirteen regular steam lines, comprising, as a whole, a fleet of 83 vessels, ply between this city and all the principal ports of the Great Lakes, and in addition many vessels, sail and steam, are thus irregularly engaged. Among the boats frequenting the port are many of the largest size employed on the inland seas—vessels, some of them, measuring 5,000 tons. The Erie Canal, the most important artificial waterway in America, also contributes largely to the business of the port.

This lake trade of Buffalo has reached an enormous annual aggregate. Its sum total in 1896, viz.: 11,322 vessels of 11,304,742 tons arrived and departed, brings the city up to fifth rank among the world's ports. During the seven months of open navigation, this trade



GUARANTY BUILDING, Church and Pearl Streets.
Owned by the Guaranty Building Co., George M. Moulton, Pres't,
W. S. Gould, Sec'y. 13 stories, 265 offices.

equals in tonnage, although not perhaps in values, the shipping for the same time at New York. Grain and coal, lumber, iron, oil, and other bulky commodities, are the staples of this commerce. Many of the lake lines are auxiliaries of the big railroad systems, maintained by them especially to further this heavy traffic of theirs.

The facilities for handling all this lake business are largely provided by the railroads, and are comprehensive and modern. They are conspicuously in view all along

the lake front of the city in the shape of the thirty-eight tower-ing grain ele-vators, five transfer tow-ers and eight floaters of more than 19,-000,000 bush-els storage capacity (in-cluding one of steel, of 2,500,-000 bushels capacity just completed), the seven vast coal piers and pockets and



THE "LENOX" APARTMENT HOUSE, North Street.
Loverin & Whelan, Architects. Cost, \$400,000.



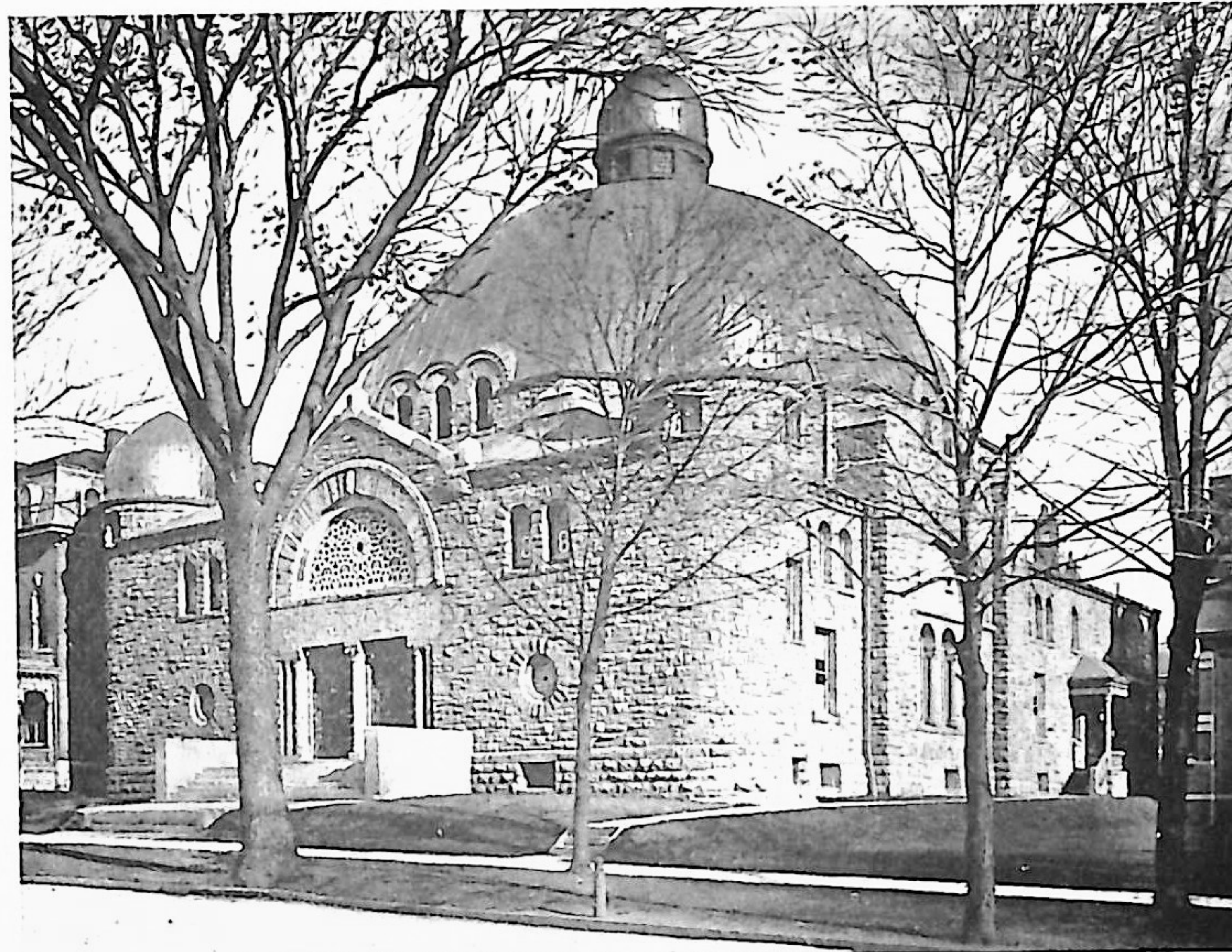
NEW YORK STATE HOSPITAL FOR THE INSANE, Forest Avenue.
Built on ground given by the City, at a cost of \$2,500,000. From plans by Richardson.

trestles of more than 500,000 tons aggregate storage capacity, and the five ore hoists, aligning the slips, docks and railroad yards of the port. With these facilities, one of the large craft just referred to may discharge its cargo of grain and take on one of coal, for example, in less than twenty-four hours.

Twenty-eight railroad lines focus at Buffalo. This number, however, may be resolved into eleven principal lines, among them several of the greatest systems of the country, like the Vanderbilt, Pennsylvania, Reading, Grand Trunk, etc., lines which ramify the West, the lake region especially, and the Canadian provinces, and lead to tidewater at Philadelphia, New York, Boston and

Montreal. The importance of these numerous means of communication, lake and rail, as factors in the up-building of the city, can hardly be overestimated.

Buffalo has made most extraordinary strides of late as a manufacturing center; and to the increasing demands of its factories for hands is to be attributed, doubtless,



JEWISH TEMPLE, "BETH ZION," Delaware Avenue.



FIRST PRESBYTERIAN CHURCH, "The Circle."

very much of its recent rapid growth.

In 1880, when the population was 155,000 (U. S. Census Reports), about 18,000 hands were employed here in factories; in 1890, with 255,000 population, 50,000 were thus engaged; and upon the bases of increase shown by the last national census, Buffalo now has about 75,000 of its 355,000 residents

employed in manufactures, the product of which aggregates more than \$150,000,000 a year.

By the census of 1890 it had 3,560 manufacturing establishments of \$68,000,000 capital and \$100,000,000 annual product, as compared



ST. LOUIS R. C. CHURCH, Main Street.

with 1,183 concerns with \$26,850,000 capital and \$43,000,000 product ten years before.

THE FUTURE—ITS PROSPECTS AND PROMISE.

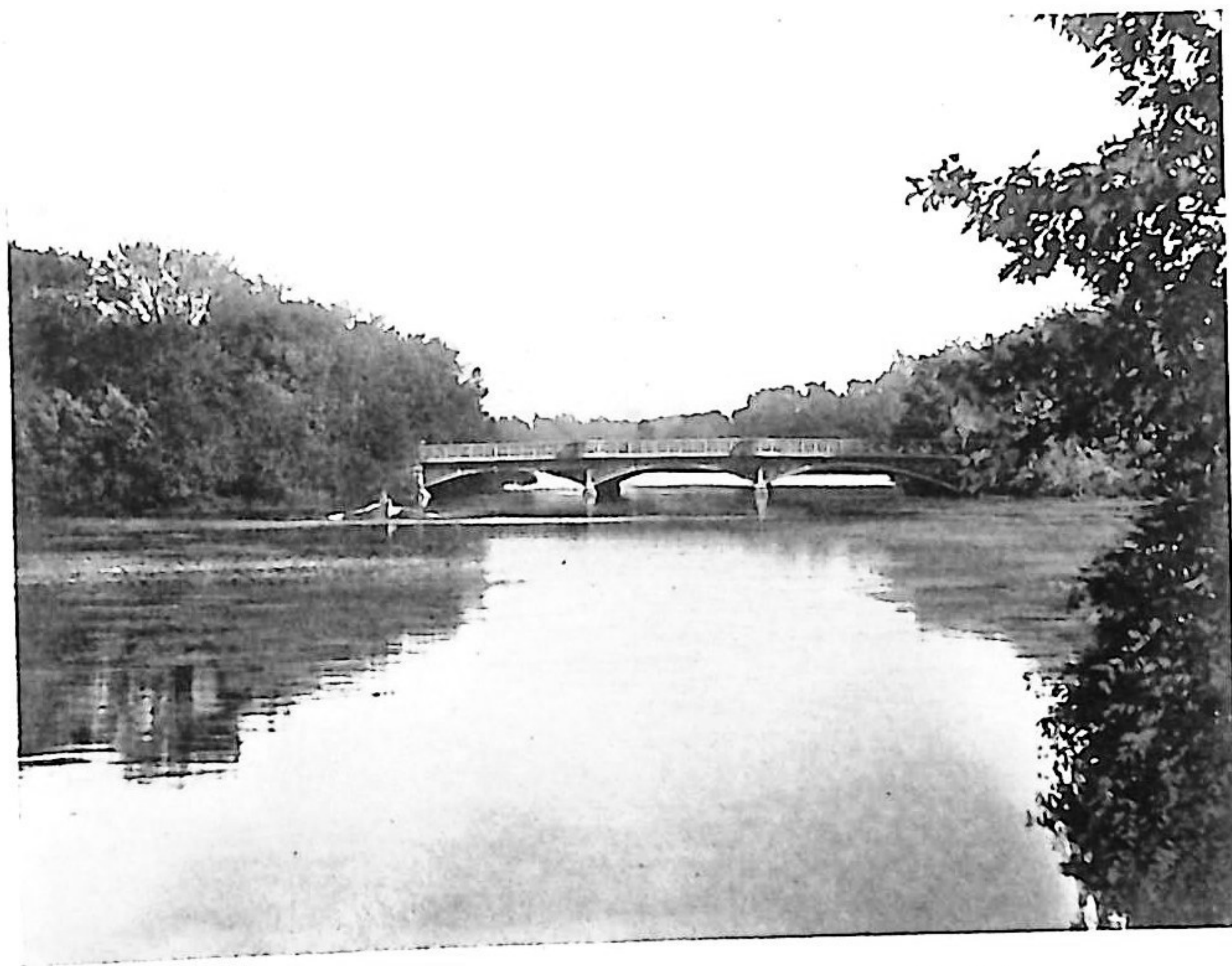
With growth and enterprise like this under ordinary circumstances what may not be expected under the stimulus of the newly provided electrical power? Of the future, who shall say, with its wonder-working electric spark!



STATE NORMAL SCHOOL, Porter Avenue.

by the National Government, of a \$2,200,000 contract to complete the breakwater; and third, the action of the State of New York in appropriating money to deepen and improve the Erie Canal."

His honor then goes on to say: "Since November 15th last, 1,000 horse-power, generated by the works at Niagara Falls, has been delivered here for the use of the street railroads of the city, and the practicability of the transmission of large quan-



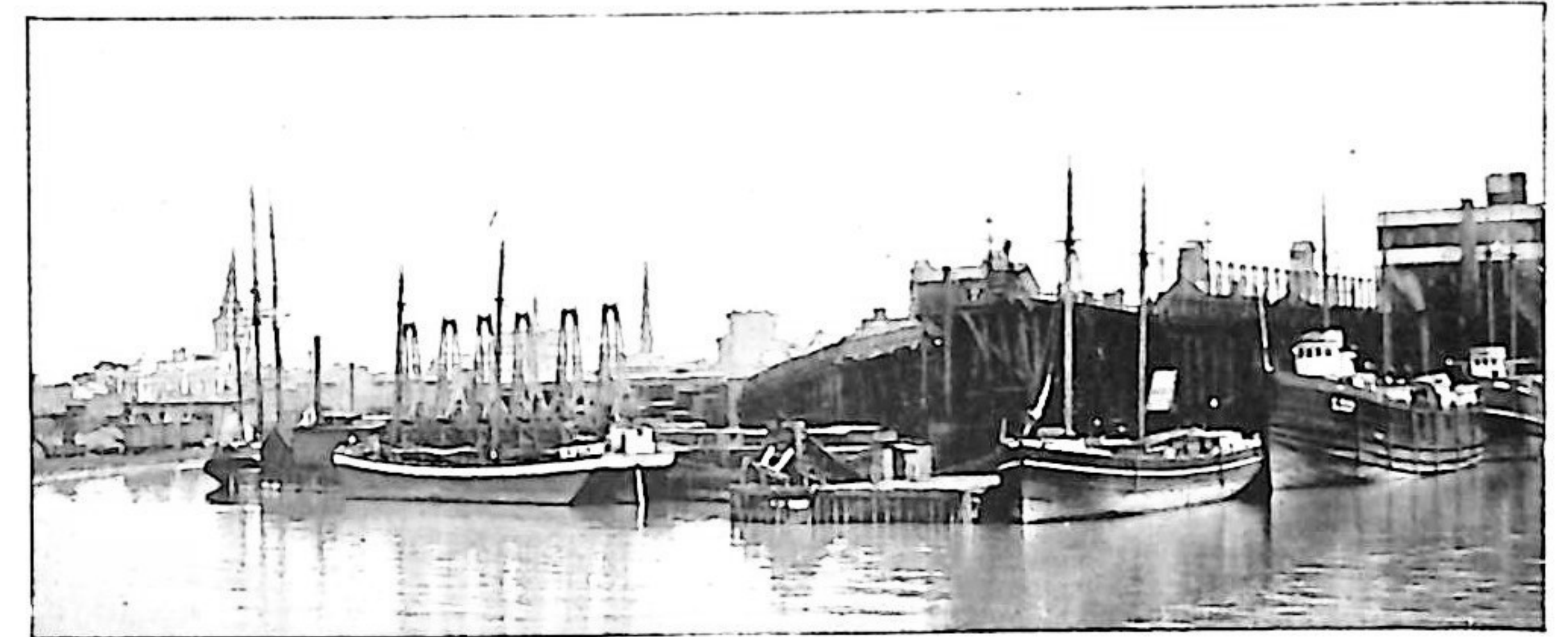
WATER PROSPECT IN "THE" PARK.

"The year 1896," says the mayor of the city, Hon. Edgar B. Jewett, in his last official message, "is memorable for important events bearing upon the future of the city; first and foremost among these the successful transmission to Buffalo of electric power from Niagara Falls; second only to this, the authorization,



IVY BRIDGE IN "THE" PARK.

tities of electricity for power purposes over considerable distances, is now established beyond a doubt. I am informed that a large quantity will soon be available for the Buffalo market, so to speak, to be sold on terms likely to greatly reduce the use of steam if not entirely supersede it. The introduction of this power has done more to bring this city to the notice of the world than any event that ever occurred here. I am much



COAL TRESTLES OF BUFFALO.

years this city will have one of the finest harbors on the lakes—a harbor that will furnish ample accommodation for the tremendous shipping of the port. From the beginning, while this trade has been accommodated somehow, in the Buffalo River and its auxiliary slips and



A GLIMPSE OF BLACK ROCK.

mistaken if it does not mark the beginning of an era of industrial growth which will make Buffalo one of the greatest manufacturing cities of the world.

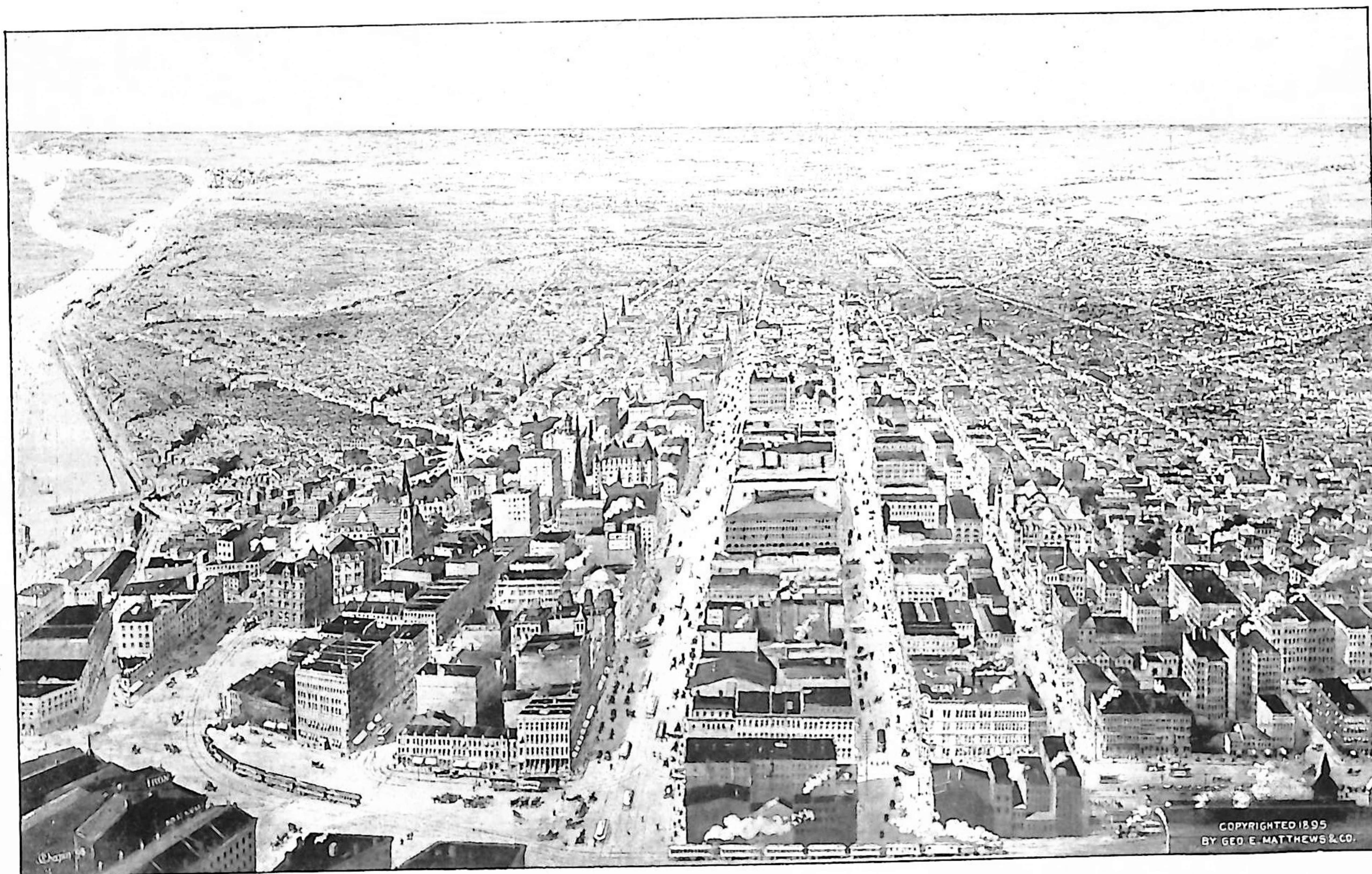
“The extension of the breakwater means that in a few



WATER FRONT, FOOT OF MAIN STREET, Excursion Landings.

canals, during the busy season these narrow channels are congested to an extraordinary degree, and frequent dredging fails to eliminate fast enough the sediment which the river constantly brings down.

"The Erie Canal has been a mainstay to Buffalo since it was finished in 1825, and we may reasonably expect that when the \$9,000,000 of State improvements are completed, its usefulness to the city will be vastly increased."



BIRD'S-EYE VIEW OF THE CITY OF BUFFALO AND ITS SURROUNDINGS.

THE BODY POLITIC: THE MUNICIPALITY AND ITS GOVERNMENT.

BUFFALO was first settled in 1783. It was surveyed by Ellicott and regularly founded, as New Amsterdam, in 1803. It was incorporated as Buffalo village in 1813, and as a city, in 1832.

It had about 500 population when it was burned by the British in 1813, and about 2,500 when in 1825 it became the western terminus of the Erie Canal, the event



RESIDENCE OF MAYOR JEWETT, 210 Summer Street.

which really launched it first upon the flood. In 1818 the first steamboat of the lakes left Buffalo, the "Walk in the Water," germ of that vast fresh water marine which now literally overshadows the foreign shipping of the Union. In 1841 the first railroad, harbinger of the modern era, entered this city, the Buffalo & Attica, now of the Erie System; and the same year the first of all grain elevators—an innovation which has revolutionized not one, but many lines of industry and traffic—was put up here by Joseph Dart.

During the Civil War, Buffalo loyally stood, with men and means, for the Old Flag. Since that period it has risen, by easy stages, from an obscure position to a place among the most populous and thrifty American cities and centers of trade. It boasts, in short, neither a very venerable nor very checkered past; by the milestones of industrial and commercial developments its tranquil progress is mainly to be traced.

TOPOGRAPHY AND SURROUNDINGS.

THE city now fills compactly the area allotted it when incorporated, a space about 10 miles by 4, in shape an ob-



HON. EDGAR B. JEWETT,
Mayor of Buffalo.



WILLIAMS RESIDENCE, Delaware Avenue.

tuse angle triangle, lying lengthwise of the Lake and Niagara River, with the apex to the south. This area includes, on the northern river front, the city's quondam rival, Black Rock, which it has absorbed. Other principal municipal divisions are the East and West Sides, already referred to, and, in a narrower sense, the Stock Yards district of East Buffalo, and the districts of North Buffalo, and South Buffalo, so termed.

Outside the city, counted as suburbs, are the two Tonawandas, abutting it on the north, together one great lumber and manufacturing center of 10,000 population; and beyond that again the city of Niagara Falls, of 20,000. To the east lie Cheektowaga and Depew, the latter the seat of the great Wagner and New York Central Car Shops and other



ST. PAUL'S EPISCOPAL CHURCH, Pearl, Main and Erie Streets.
Its Architect was Upjohn.



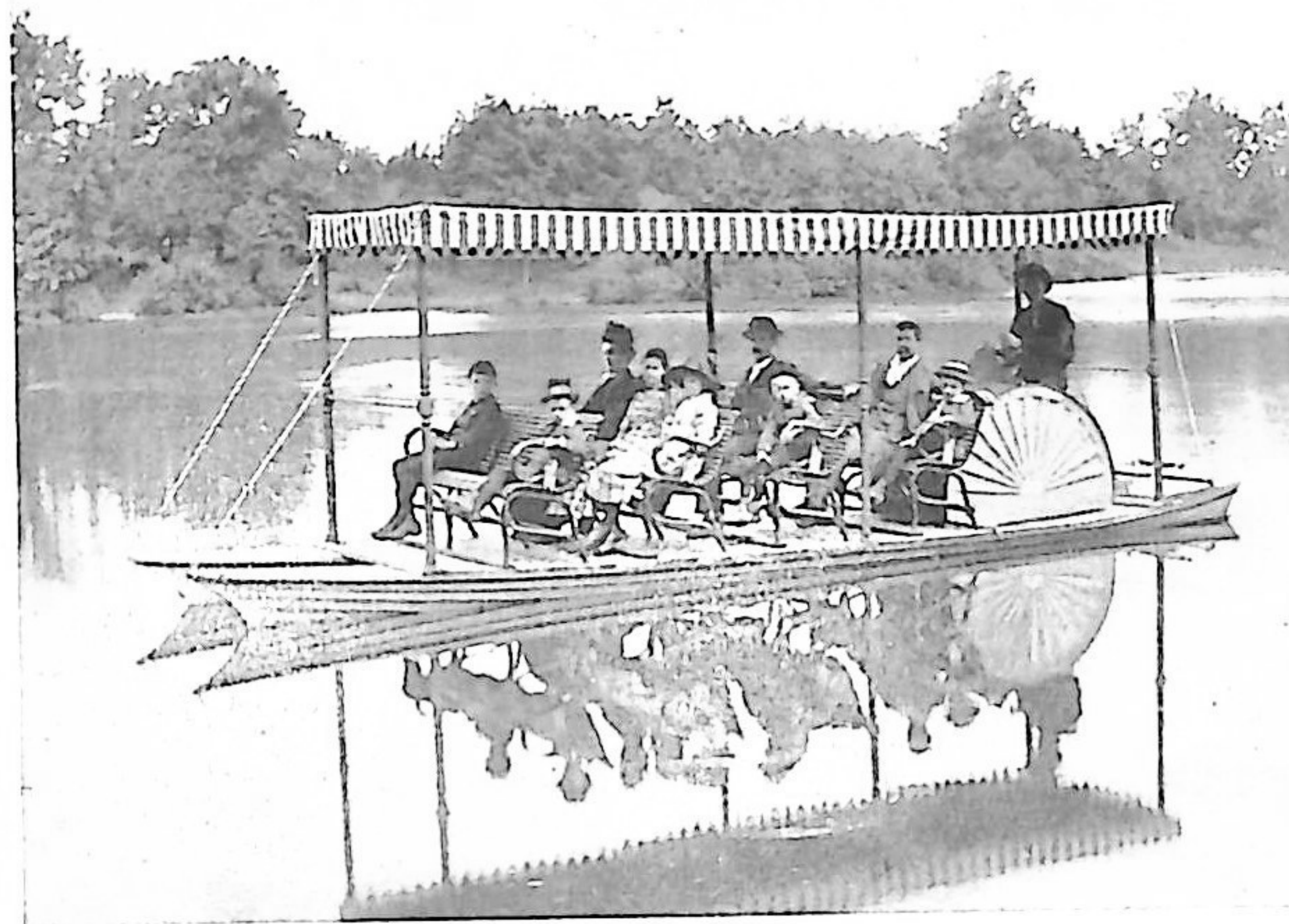
MONUMENT TO "RED JACKET,"
Forest Lawn.

Erected by the Buffalo Historical Society.

railroad works, and on the south is West Seneca, a manufacturing and residence place. The International Bridge, crossing Niagara River at Black Rock, leads to the little Canadian settlements of Fort Erie or Victoria, and Bridgeburg, just across the stream; and all along the numerous

railroad lines entering the city, and on both shores of the lake are many suburban residence settlements and summer resorts. The County of Erie, in which the city is, covers 614,000 acres. It is largely under cultivation and has a considerable production of small fruits, grapes and market supplies.

The topography of the



CATAMARAN IN "THE" PARK.

city, generally speaking, is flat; it ascends slightly to the north and rises along the Niagara into a bluff. Through the southern half of the city the Buffalo River takes, toward the lake, its tortuous course; Scajaquada and Cazenovia creeks drain respectively the northern and southern sides of the city, and are utilized for water



VIEW IN FOREST LAWN CEMETERY.



BOAT HOUSE IN "THE" PARK.



PHILIP GERST,
City Treasurer of Buffalo, and Member of the
Real Estate Firm of Gerst & Roesch.

prospects in the parks; and the Erie Canal paralleling the lake shore and Niagara River bank, passes northward round the city and then bends through Tonawanda on its way to the Hudson River, nearly due east.

A breakwater now in course of extension under Federal auspices aligns the southern city front and furnishes an outer harbor in the lake about two miles long by one mile wide. This harbor is being enlarged to something more than twice that size. The inner harbor is somewhat cramped. Buffalo River, the Hamburg and Blackwell canals, with several slips and the Erie basin, afford opportunity for shipping to load and discharge. A smaller breakwater also protects a limited extent of the northern line of river and lake shore.

In form the government of the city is like that of its sisters generally throughout the land. Its charter scheme is simple. There is a mayor and city council of two houses, and departments of Finance,



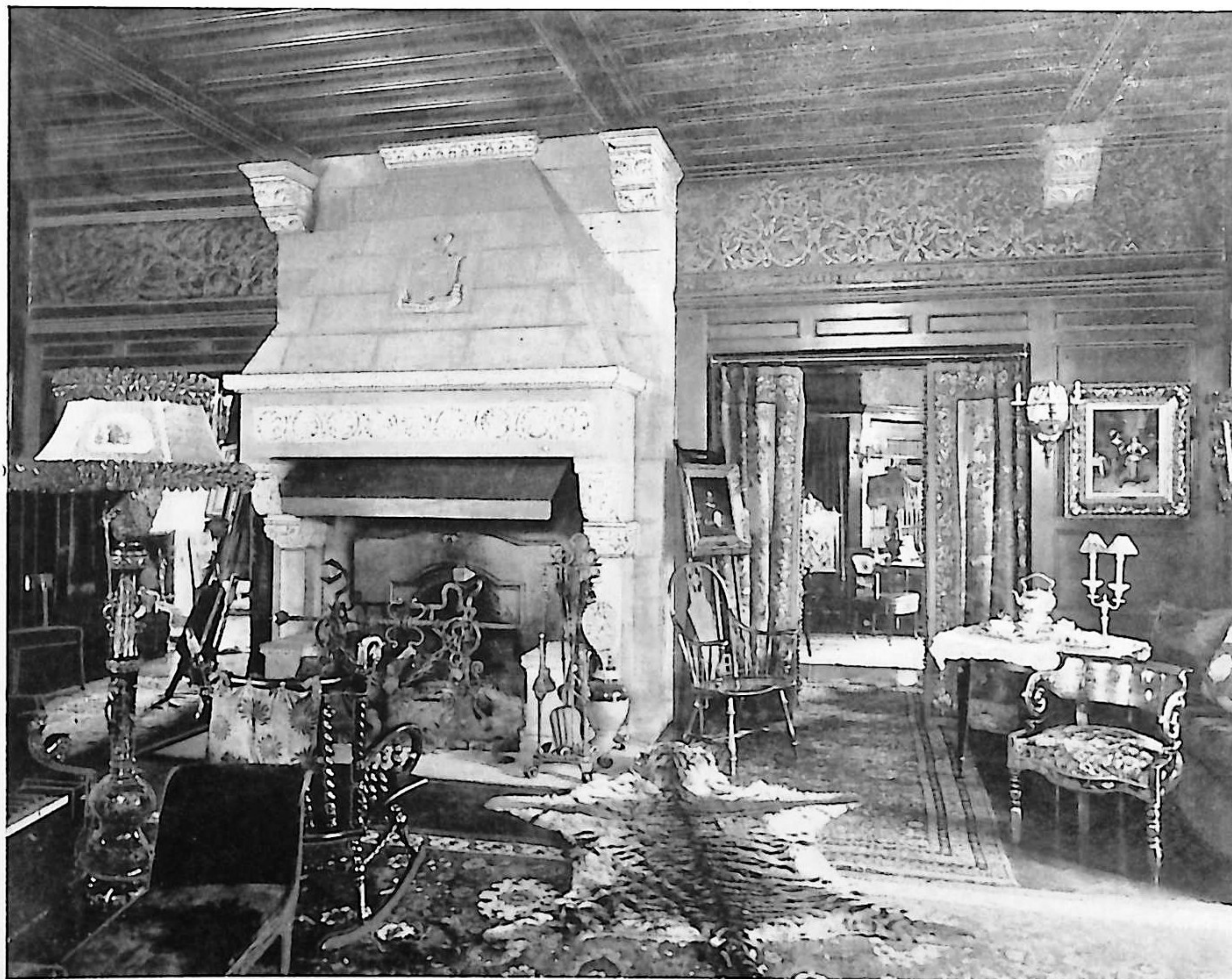
BICYCLE PATH IN "THE" PARK.



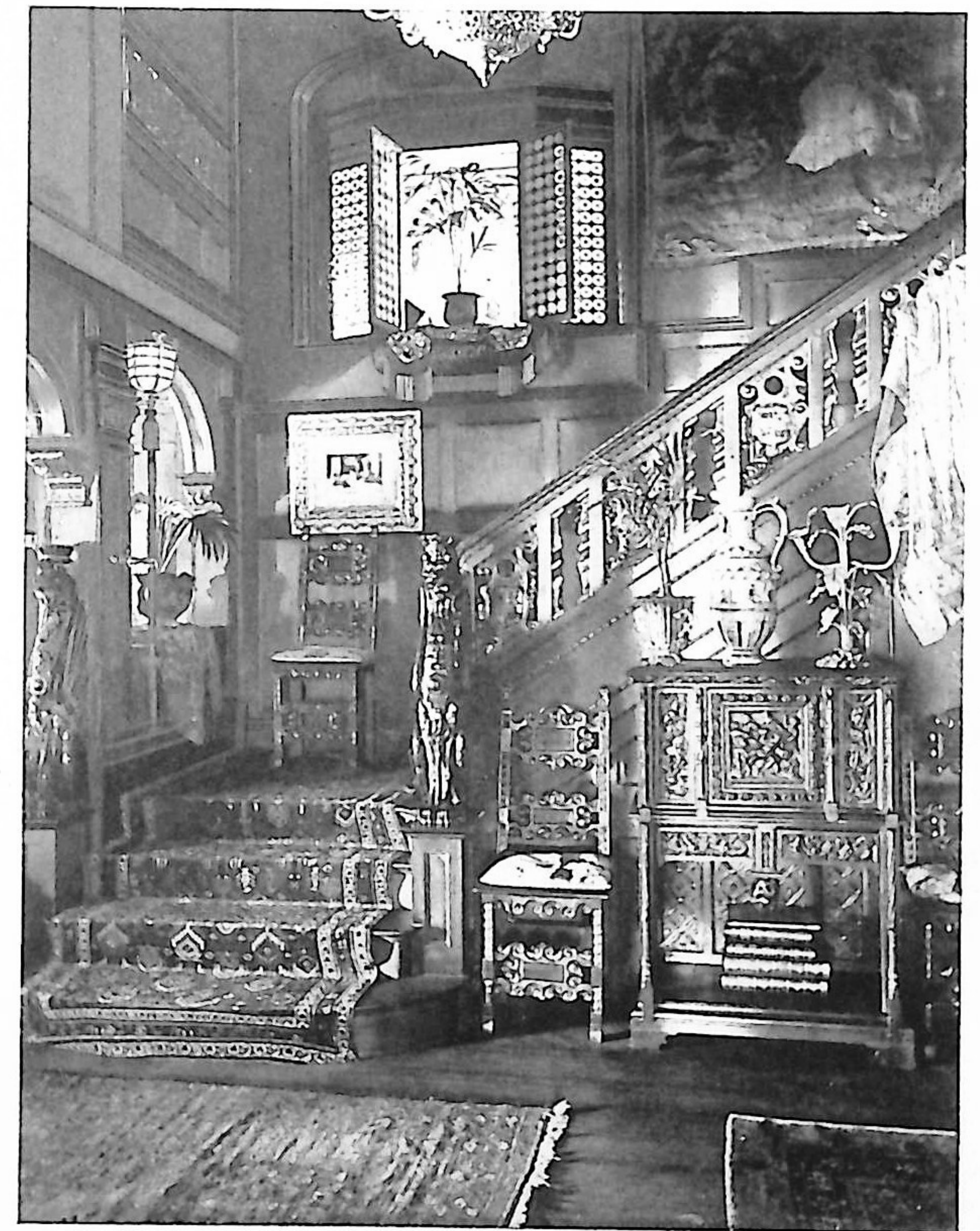
PLAY GREEN IN THE "FRONT."

Assessment, Public Works, Fire and Police, Health, Law, Education and Parks. The Bureaux of Streets, Engineering, Buildings and Water Supply are subordinate to the Public Works Department. The City Judiciary embraces Police and Municipal Judges; the Courts are of State organization. The city also has representation in the county government.

The Mayor has considerable power. He appoints the Fire and Police boards, the Park Commission, two members of the Board of Public Works, and the Health Commissioner. He is himself *ex-officio*

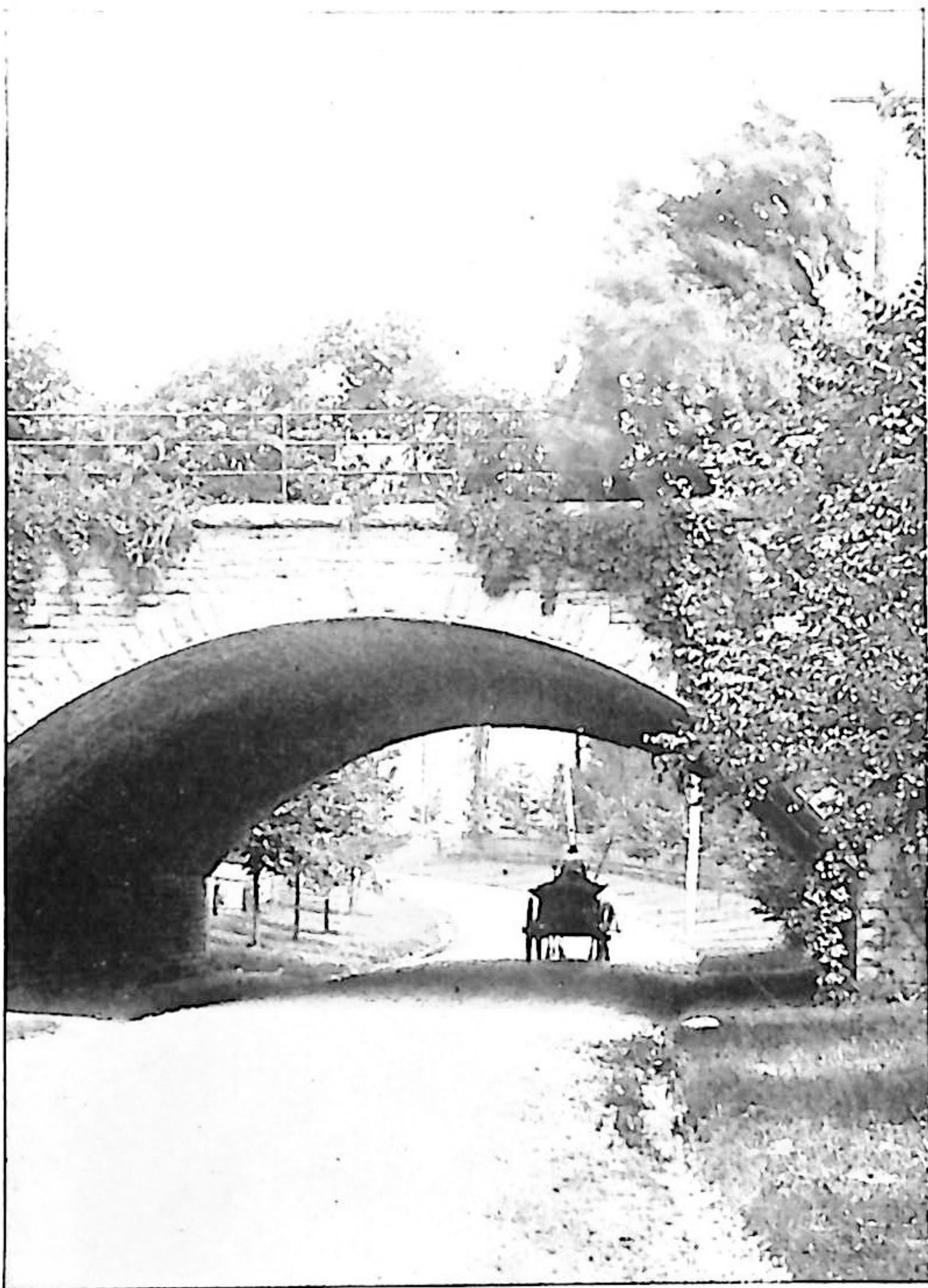


RECEPTION HALL, GRATWICK RESIDENCE, Delaware Avenue.



STAIRCASE, GEO. B. MILLER'S RESIDENCE, North Street.

president of the Police Board, which appoints the Chief of Police; he is *ex-officio* president also of the Health Board, and he has the appointment of the Harbor and Market Masters and other minor officials. Edgar B. Jewett, a manufacturer and man of wealth and affairs, is the incumbent of this responsible post at present.



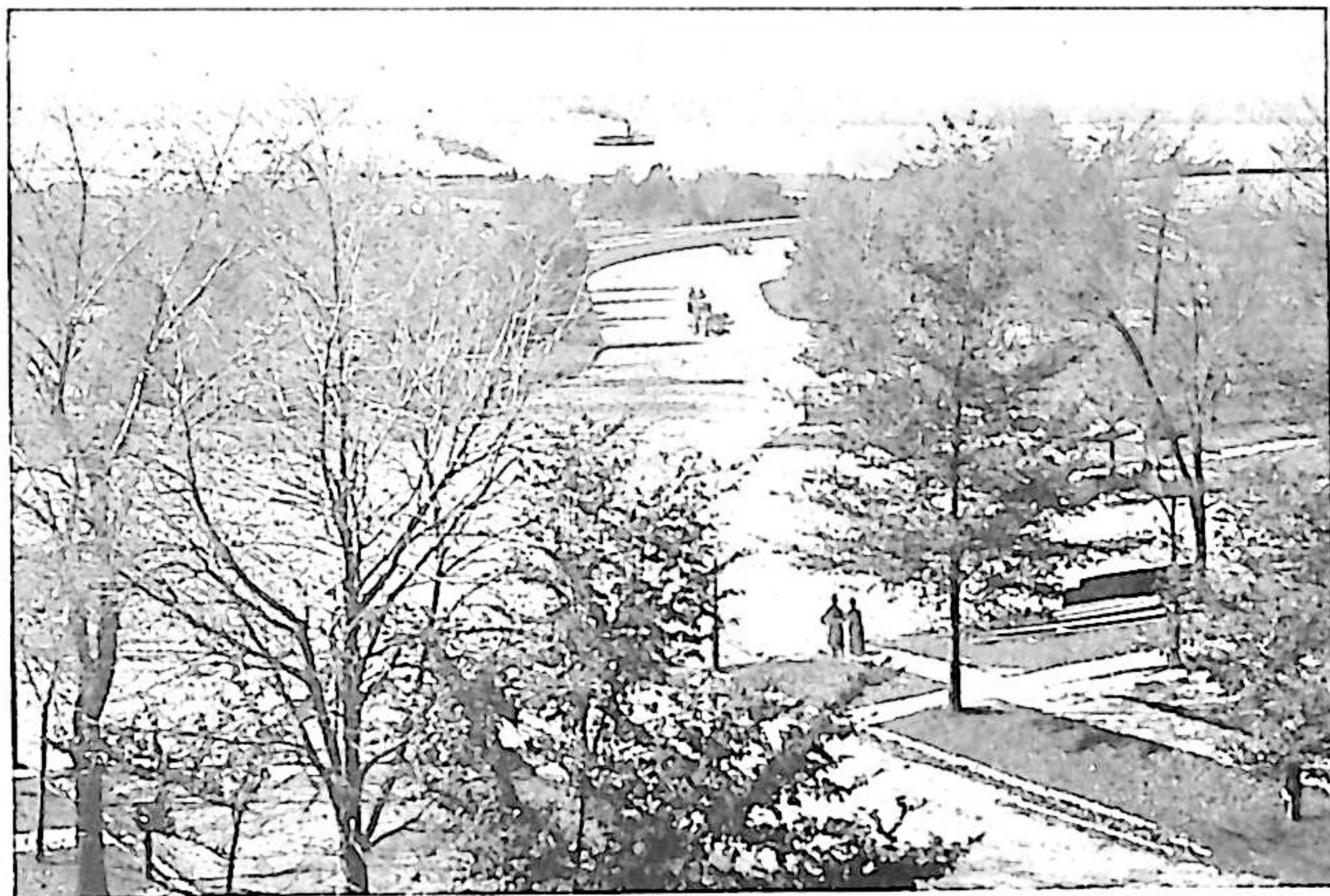
BOULEVARD TO TONAWANDA.

The city finances are in good order. Taxes were levied, 1896, on a valuation of \$239,000,000, chiefly real estate, at the rate that year of \$15.88 to the thousand. This produced \$3,775,000 of annual revenue. The balance needed of some \$6,000,000 running expenses all told, came from licenses, water rates and other sources.

By the returns of that year the principal items of city expenditure are in round numbers about as follows: Salary list (not including police and fire service), \$415,600; sinking fund, \$12,250; Health and Sanitation, \$44,000; public works of all kinds, including

streets and sewers, buildings, water supply, etc., \$2,000,000; Street Lighting, \$370,000; Parks, \$252,000; Police, \$665,000; Fire Department, \$526,000; Schools, \$858,000.

The debt of the city, \$10,700,000, has been acquired through loans for parks, schools and other public buildings, and water works, and about \$1,000,000 of it, years ago, in aid of railroads. It is nearly all funded. The last issues went at a premium, and at an interest rate of only 3½ per cent. The city owns property valued at \$17,500,000; and the tax valuations scarcely represent more than 60 per cent. of



NIAGARA RIVER AND THE "FRONT" FROM THE NIAGARA HOTEL.

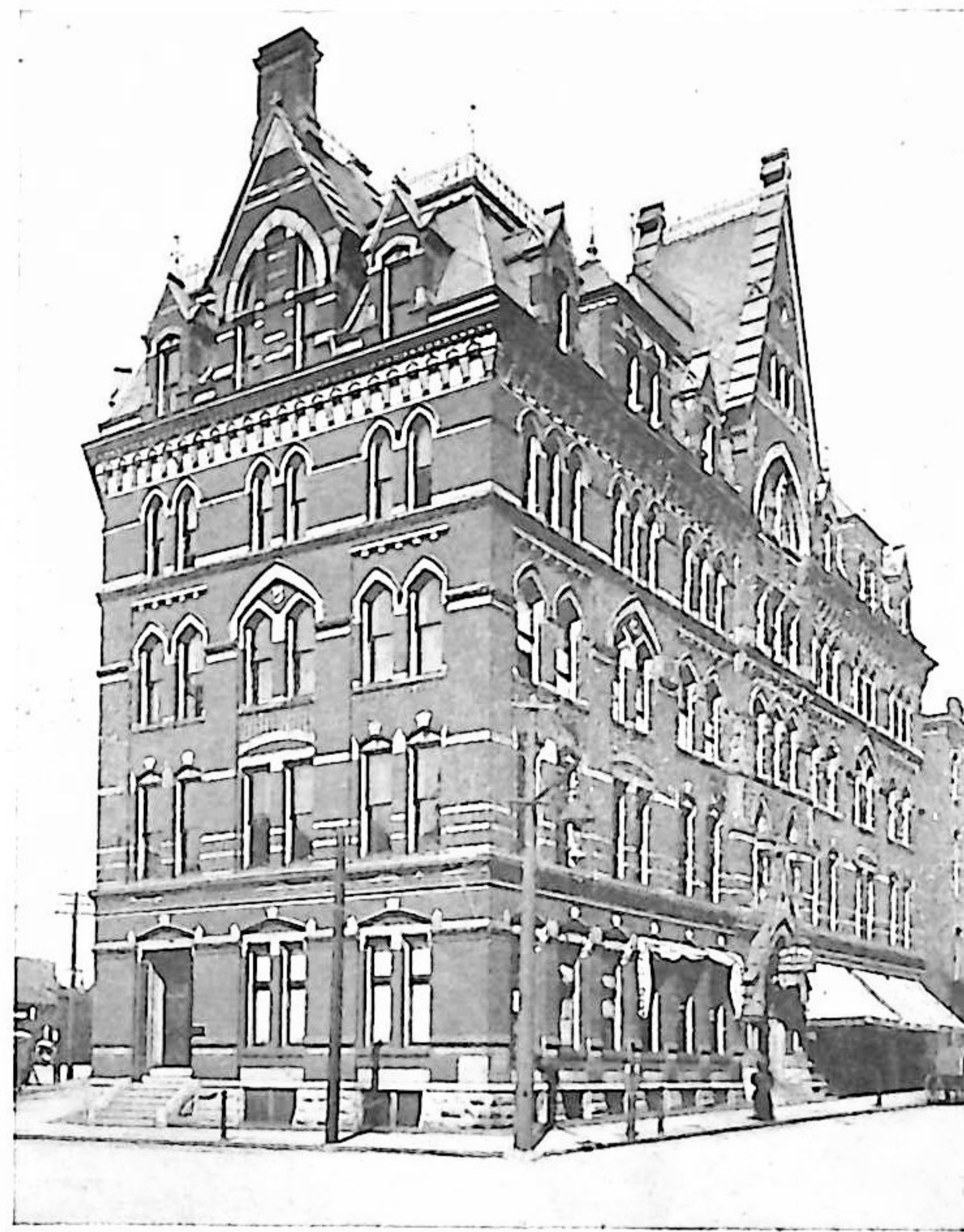


HEALTH DEPARTMENT, Annex to City Hall.

the property assessed. Accordingly, the credit of the city is high.

HEALTH AND WATER.

THE Health Department of the city is efficiently administered. It has succeeded, by rigorous inspection and enforcing the ordinances, in reducing the death rate from 23 plus in 1891 to 12 plus in 1896. This was accomplished by giving special attention to the sanitation of the slums. The department is



Y. M. C. A. BUILDING, Pearl and Genesee Streets.

equipped with the very latest bacteriological and other scientific appliances, and is under an exceptionally active and intelligent chief, Dr. Ernest Wende.

The conditions affecting the public health here, indeed, are naturally good. The lay of the land makes drainage easy. The city is well sewered and paved. The water supply is ample and wholesome. The climate is one of means. Winter, it is true, is long drawn out, trenching upon after spring, but the summers are really delightful. The influence of the lake is to prolong, and yet extenuate, the cold season, and to moderate the hot.

The ordinary temperatures are about 24 in winter and 76 in summer, extremes being 8 below and 98, perhaps, respectively. High winds are rare. The rainfall is about 35 inches a year.

The water supply is drawn from the depths of Niagara River, here pouring by, toward the great cataract, a volume exceeding that of the Mississippi. The works, including



WOMEN'S CHRISTIAN ASSOCIATION,
Niagara Square.
Schmidt Bros., Builders.



WOMEN'S EDUCATIONAL AND INDUSTRIAL
UNION, Niagara Square.
Richard A. Waite, Architect ; Schmidt Bros., Builders.



RESIDENCE OF GEO. V. FORMAN (Banker), Delaware Avenue.



SUMMER RESIDENCE OF CHARLES D. MARSHALL (Attorney), Beaver Island.

inlets and 460 miles of street mains, have cost to date about \$12,000,000. The water is very clear and good, the supply, with the Great Lakes to draw from, practically inexhaustible. The works consist of two main tunnels, from which the water is pumped to the mains. The pumps have 145,000,000 gallons daily capacity. There



LIBRARY IN THE NORTH STREET RESIDENCE OF WM. A. ROGERS.

is a reservoir also of 116,000,000 gallons capacity. The pending improvements contemplate a new pumping station and additional tunnels, which would just about double the present supply.

Buffalo, the statistics show, uses a larger per capita of water than any city of this country. At present, with the costly improvements under way, this department is not self-sustaining. The rates range from $2\frac{1}{2}$ cents per thousand gallons for manufacturing purposes to 10 cents per thousand for some special uses. There are few artesian wells in the city; their water, where they exist, is generally not very good.

Three corporations furnish lights for public and private use in this city—two gas companies, with about 190 miles length of mains and 2,000,000 feet daily capacity between them, and an electric company, which also supplies power. Natural gas piped from



BUFFALO CLUB, Delaware Avenue.



THE NEW LYCEUM THEATER, Washington Street and Lafayette Square.

One of the handsomest and most successful play-houses in the country.

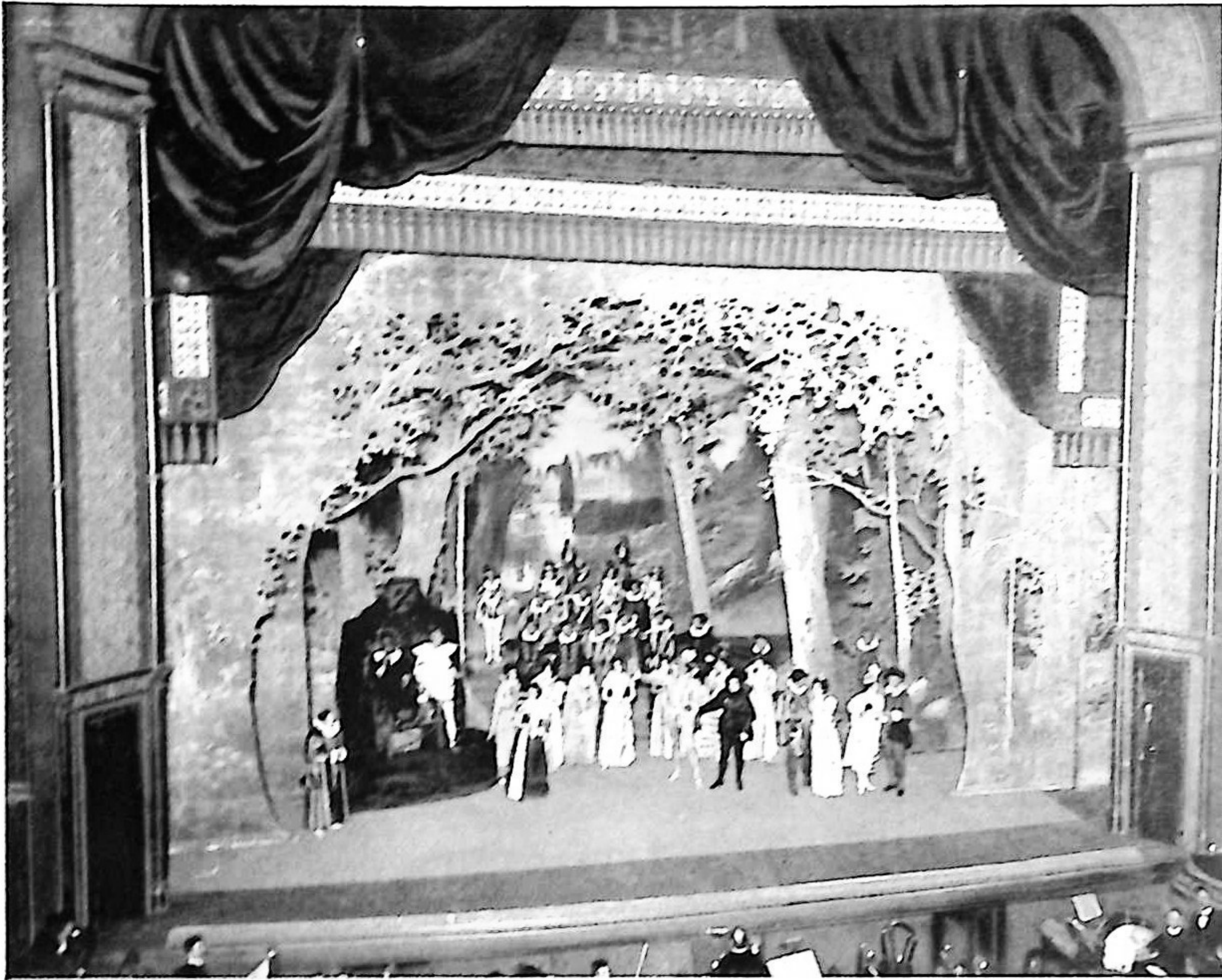
Pennsylvania, and from Canada near by, is also largely used for heating, cooking and other domestic purposes, and is considered a very great convenience. The Buffalo Natural Gas Fuel Co., the corporation which furnishes it, draws its supply from Welland and Humberstone counties, Province of Ontario, Canada, about 12 or 15 miles from Buffalo, and also from Erie County, N. Y., and Penn-

sylvania. It has 10,000 consumers here who pay 25 cents a thousand feet. This gas has been furnished here for ten years, and there are no indications of any shortage yet.

The electric company mentioned supplies 2,210 arc lights under contract with the city, and about 40,000 incandescent to private parties, and 750 horse-power for motors



LAFAYETTE CHURCH (Presbyterian), Elmwood Ave.



STAGE OF THE STAR THEATER.

Showing the Bostonians Company in the Opera of "Prince Ananias."

in small factories. The Niagara Falls Power Co. supplies 1,000 electric horse-power for the use of the street railroads of the city, and is preparing the conduits to furnish this power on a large scale and at a low rate, for general manufacturing purposes.

POLICE AND FIRE DEPARTMENTS.

The police force consists of 614 officers and men. The city, although a lake port, with a large floating population and a strong, foreign element, is, generally speaking, quiet and law abiding. It has its purlieus, of course, and criminal class, but this class is not especially troublesome

[27]

or large. Sunday law, as laid down in the latest excise legislation of the State, the amended "Raines" law, so called, is enforced. The number of places licensed to sell liquor in the city, of all kinds, is 1,607.

The fire department is a paid force entirely. It has 436 officers and men, and, as a body, has a highly creditable record. It is equipped with modern apparatus and is periodically strengthened as the city grows. No special difficulties exist to hamper the department. Lumber is handled here in large quantities, but the yards are in easily accessible position. The water supply is sufficient, and steps, as has been mentioned, are being taken to enlarge it.



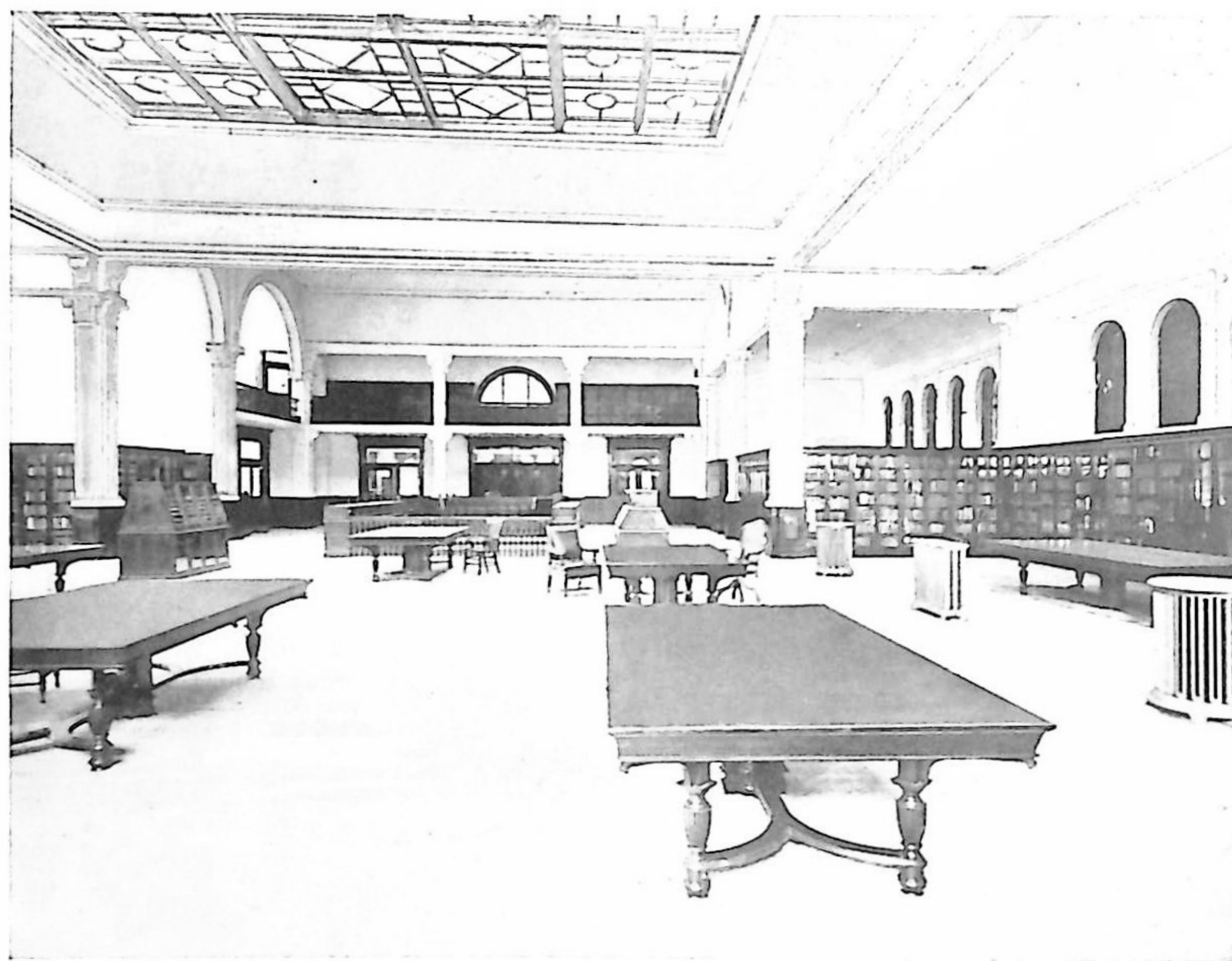
MUSIC HALL OF THE GERMAN YOUNG MEN'S ASSOCIATION, Main Street.

Richard A. Waite, Architect.

The fire loss of 1896 in this city was only \$700,000. This was on property insured for many times that sum, not to speak of the values jeopardized.

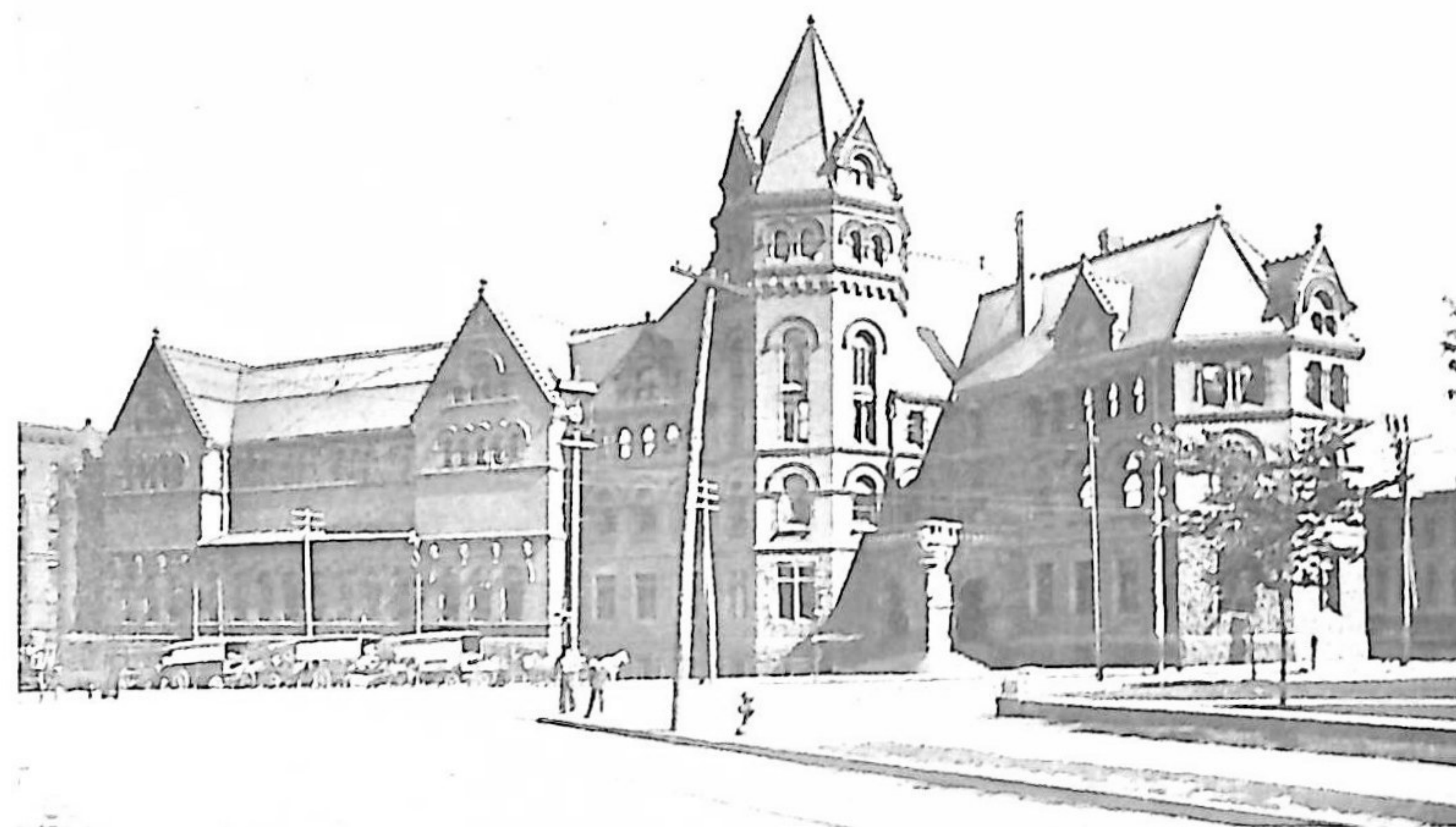
PUBLIC WORKS.

THE principal items of expenditure for public works in 1896 were as follows: New schools, fire houses and other



READING ROOM, GROSVENOR REFERENCE LIBRARY.

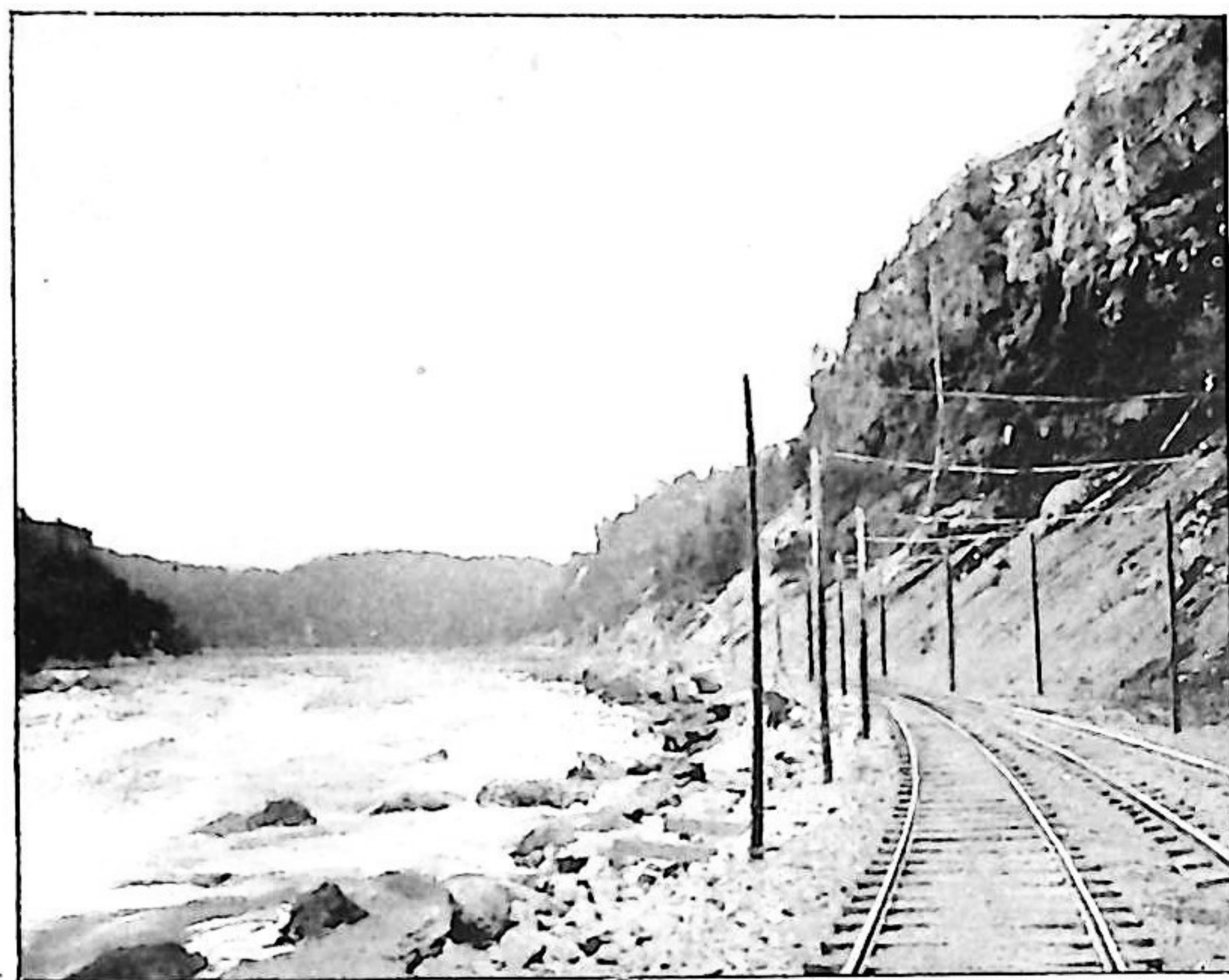
public buildings, \$500,000; water mains and pump, \$445,000; railroad grade crossings (city's share), \$265,000; pavements, sewers, sidewalks, bridges (repairs and reconstruction), \$460,000; park improvements, \$200,-



BUFFALO PUBLIC LIBRARY, Washington Street.



GROSVENOR REFERENCE LIBRARY, Franklin and Edward Streets.
Richard A. Waite, Architect.



VIEW ON THE NIAGARA FALLS & LEWISTON R. R.
The Great "Gorge Route."

000; dredging inner harbor, \$176,000; total, \$2,050,000. Street repairs cost \$50,000 to \$80,000 a year; paving (new work), from \$300,000 to \$1,500,000 a year, according as appropriations therefor are made.

Of 800 miles length of streets in the city, 320 miles have permanent pavement, as follows: Asphalt, 198 miles; stone and macadam, 116 miles; brick pavement, 5 miles. There are 390 miles length of sewer mains laid, of brick, stone or vitrified tile. The sewer plan is what is known as the "combined" system, i. e., one carrying at the same time surface and household drainage, or the rains and sewage as well.

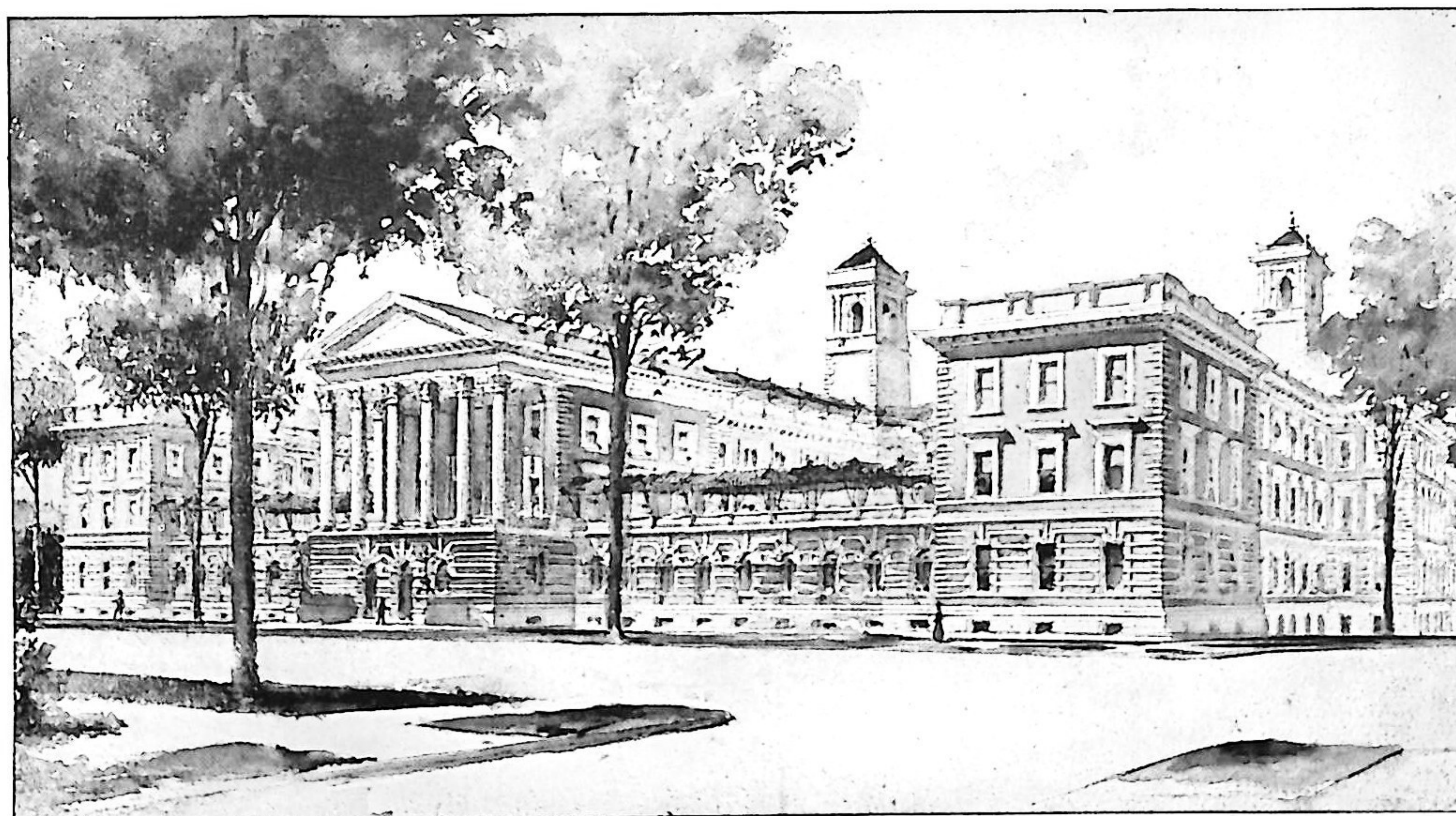
[29]

About 13 miles length of additional asphalt pavement is projected. But the principal public improvement under way is the work of raising or lowering (as the case may be), chiefly at railroad expense, all urban railroad crossings. Already over a quarter of a million has been spent for this purpose, and nearly a million more of this work is provided for. The persistent agitation of this question by a merchant of the city, Mr. Robert B. Adam, has finally brought this long needed improvement about.

Obviously, with so great an extent of asphalt paving, cleanliness and quiet have been vastly conserved. Except in the manufacturing quarter, where the bituminous coal smudge settles everywhere, the city is one of the neatest in the land.



CAPT. J. M. BRINKER,
President Gorge Route.



BUFFALO GENERAL HOSPITAL, High Street from Oak to Elm.



HOWARD H. BAKER,
Postmaster of the City.

The cost of all street and sewer improvements is originally assessed against the property directly benefited; repairs are paid by the city, except paving, which is charged to abutting properties. Street railroads are required to pay for paving between, and two feet outside their tracks.

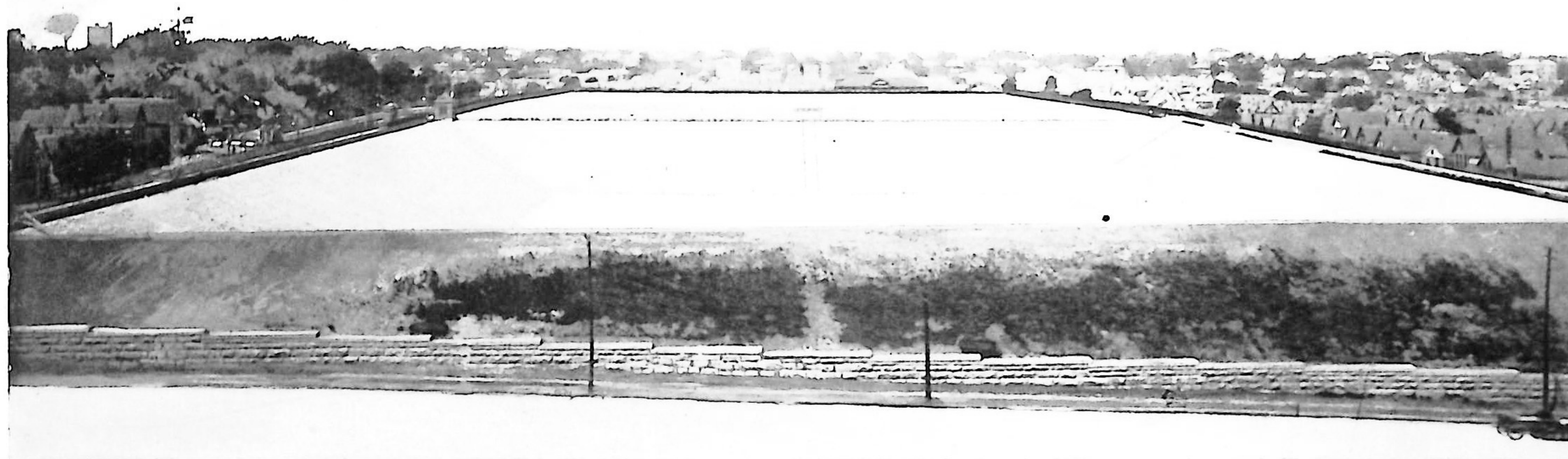
The city has no control of the wharves and landings except one. It holds, however, a strip of lake shore, about 7,000 feet long, which came to it through the breakwater improvements, and which has large prospective value for dock purposes. With the outer harbor improvements, for which the Federal



J. W. DWYER,
Of Dwyer & Huntington, Contractors for
Public Works, 379 Main Street.



EMMET W. HUNTINGTON,
Of Dwyer & Huntington, Contractors for
Public Works, 379 Main Street.



PROSPECT RESERVOIR OF THE BUFFALO CITY WATER WORKS.

Built by Dwyer & Huntington, 379 Main Street. Covers 21 acres, 35 feet deep. Capacity, 116,000,000 gallons.

government has made a liberal appropriation, the city has nothing to do; but it expends a fair sum annually to keep the channel of Buffalo River, its inner harbor, clear.

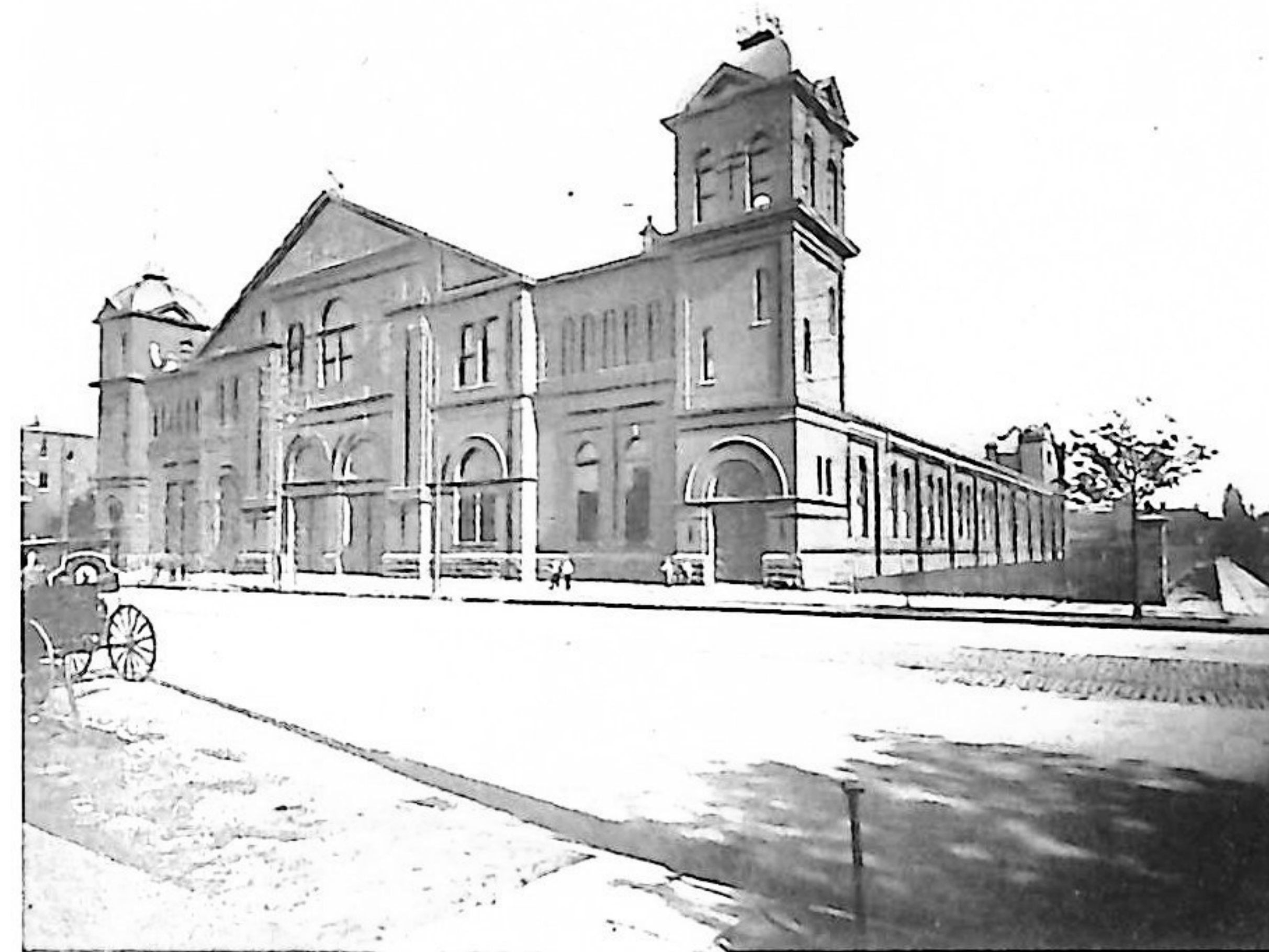
THE PARKS.

THE public parks, six in number, cover an area of 718 acres. The largest, and most frequented, "The Park," as



MASONIC TEMPLE, Niagara Street.

it is familiarly known, covers 362 acres of the northern part of the city; "The Front," which adjoins the government military post, Fort Porter, on the Niagara River

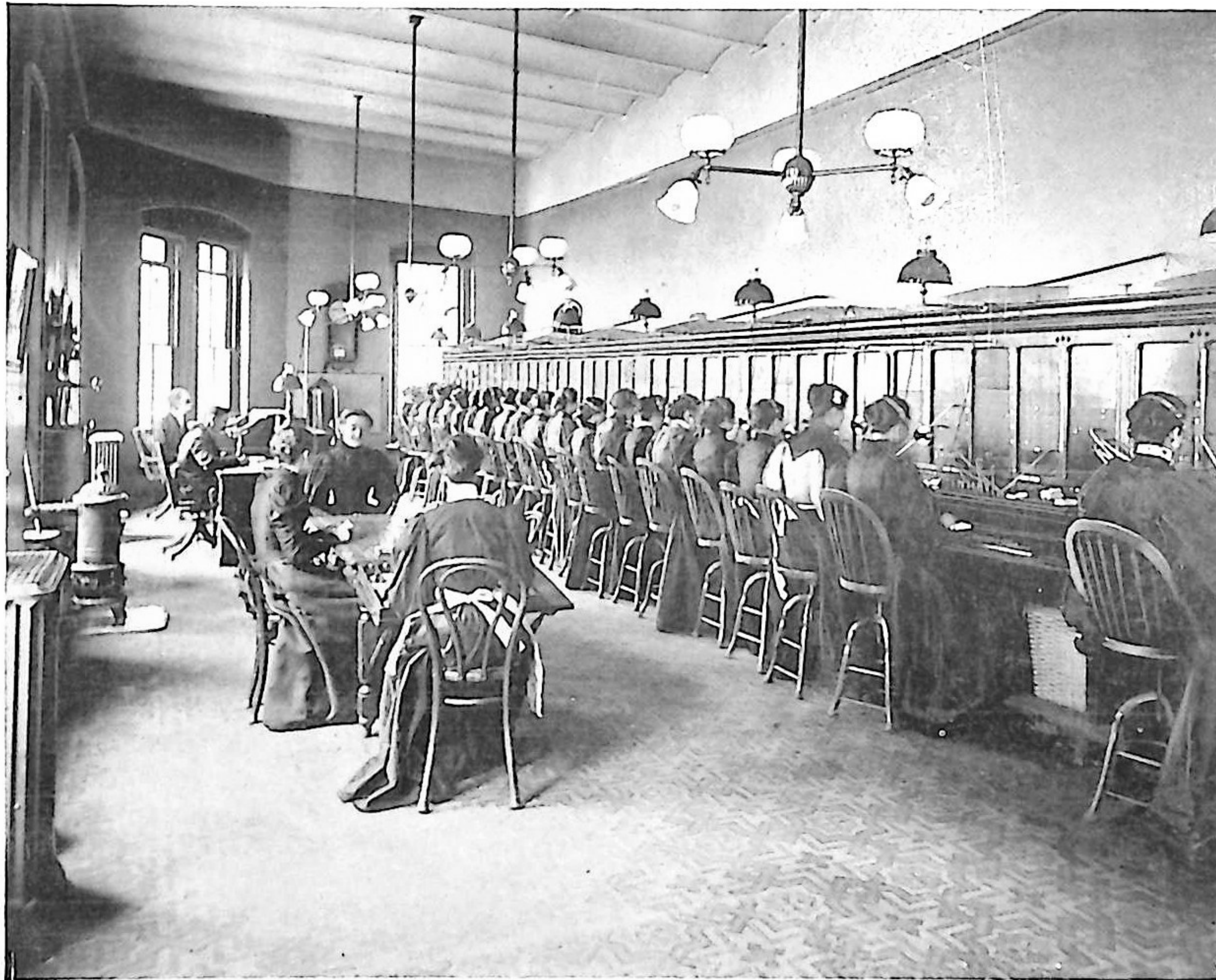


ARMORY SIXTY-FIFTH REGIMENT, NATIONAL GUARD.



MAIN STREET and TERRACE CROSSING, N. Y. C. & H. R. R. R.
Constructed 1895-6 by Dwyer & Huntington, 379 Main Street.

bank, is 47 acres; "The Parade," on the East Side, 56; "South Park," "Cazenovia Park," and "Stony Point Park," all on the South Side, 155, 76 and 22½ acres respectively. Connecting these, and a part of the system, are 17 miles of driveways; and the Niagara Falls boulevard,



CENTRAL OFFICE OF THE BELL TELEPHONE CO. OF BUFFALO.
14 West Seneca Street.

within the limits, is also under control of the Park Commission. Numerous smaller breathing spaces and openings, also, are scattered throughout the city.

The city is liberal in its expenditure for the maintenance and betterment of these parks. The large park is a handsome place, with a zoological collection, botanical garden,



EXCHANGE ROOM OF THE BRYANT BRANCH OFFICE OF THE BELL TELEPHONE CO. OF BUFFALO.

boating lake and other attractions. The "Front" is a pretty grove with charming views from its long shore line.

A band, furnished by the city, plays in several of these parks in the summer time, during which season, on Sundays especially, they are favorite resorts of all classes of the people.



GEN. JAMES E. CURTISS,

Police Commissioner of the City, and Vice-president of the Buffalo Steel House Co. and the International Household Garbage and Excrement Crematory Co., 122 Franklin Street.

STREET RAILROADS.

THE Buffalo Railway Co. operates all the street railway lines of the city, the Niagara electric included, and is about to cover the East Side of the city with a new line, and to extend its suburban lines to Hamburg and other settlements 10 or 15 miles distant.

Within the city it has 150 miles of track; it operates 550 cars upon the trolley electric system with 1,800 employes. The cars are heated by electricity, and on the principal routes are

run all night. The fare is five cents, and the transfer privileges are very liberal. The trolley lines of this company also reach Depew, the New York Central's manufacturing suburb, and also the suburbs to the south. The extensions of the East Side lines contemplated by this company are, it is reported, to the extent of 70 miles length of track.

The Niagara Falls electric line runs at intervals of 15 minutes, from the heart of the city, and carries passengers to the Falls for a fifty-cent round-trip fare. It passes through Tonawanda, La Salle, and other northern suburbs en route and "along the Niagara River, and through

the orchards of its banks, past the electric power plant to the very brink of the mighty cataract in Prospect Park." At Niagara Falls it connects with the "Gorge Route" for Lewiston and Youngstown, thus affording an uninterrupted ride by trolley of more than 40 miles (with power furnished by the Falls), over the whole distance from Lake Erie to Lake Ontario.

The belt line of the New York Central Railroad also makes the circuit of the city.

TELEGRAPH AND TELEPHONE SERVICE.

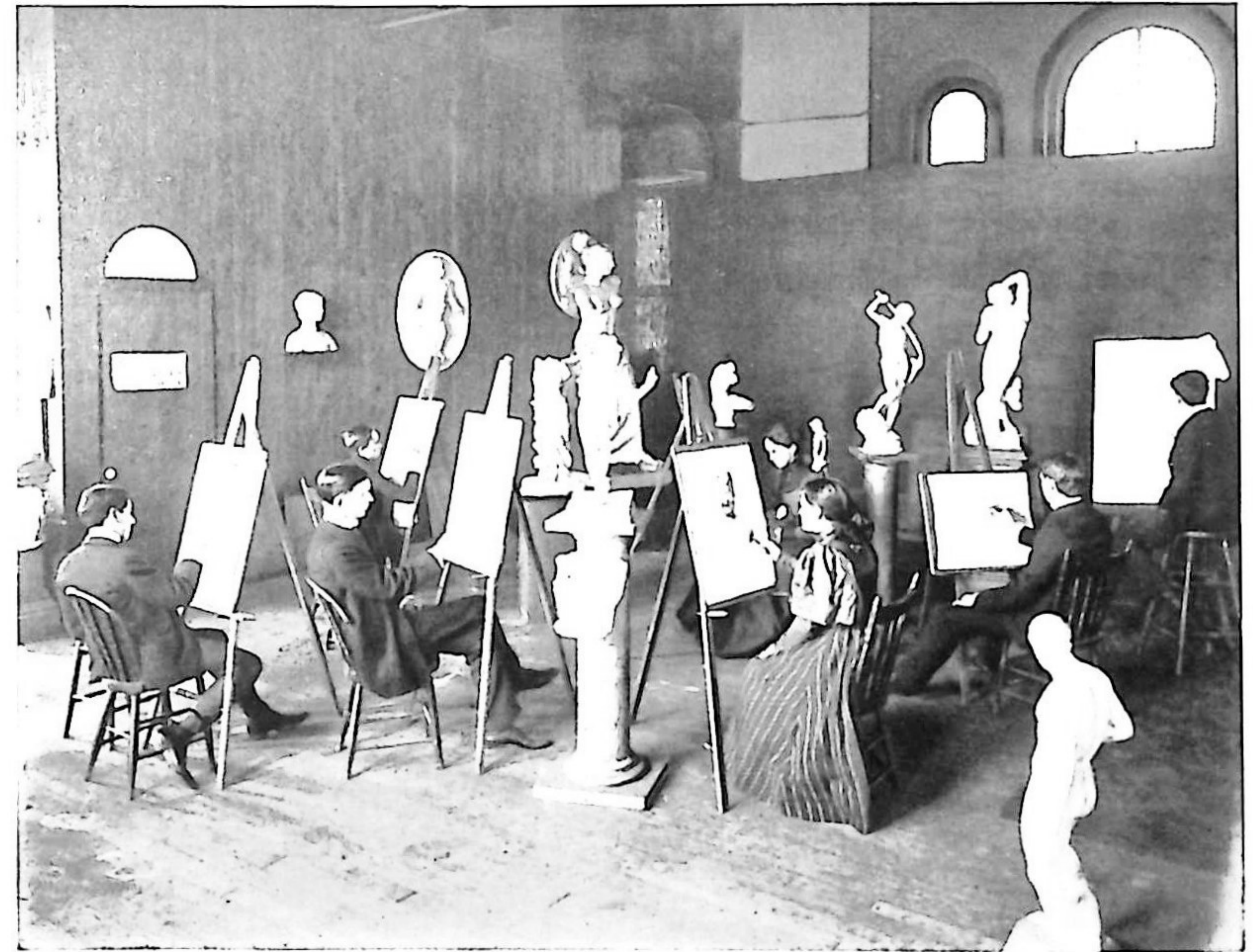
TELEGRAPHIC and Telephonic facilities are provided the business community by the Western Union and Postal Telegraph Cable Companies and the Bell Telephone Co. The Bell Telephone Co. of Buffalo, organized 1878, has \$100,000 capital, and operates in the counties of Erie, Niagara, Orleans, Monroe, Livingston, Genesee and Wyoming, with offices in all their cities and towns and 7,000 subscribers. Toll Lines connect all these together, and public stations are maintained at the smallest hamlets. Connection is also made with the toll lines of adjacent companies and with long distance lines reaching a half million subscribers in the country. Some 4,000 subscribers' names appear in the official list having telephone connections at Buffalo. A most reliable and efficient service is given. Wires are underground in Buffalo and Rochester for the most part, and all equipment is strictly up-to-date.

SCHOOLS AND INSTITUTIONS: SOCIAL LIFE AND PHASES.

THE people of Buffalo are as liberal in their support of educational institutions as any in the world. The city is especially generous; nearly 25 per cent. of its total revenues from taxes are set apart for free schools. This sum in 1896 amounted to \$858,000, which with \$147,119 contributed by the State makes \$1,005,110 devoted that year to education. During the last eighteen months, says a late official report, there has been expended on city account, for new school buildings and repairs, nearly \$850,000. Of this \$180,000 went for a new High School now under way, which is to cost



UNIVERSITY OF BUFFALO, Medical Department.



CLASS OF THE ART STUDENTS' LEAGUE.

The league maintains classes in Life and Antique Drawing, Painting, Design and Modeling. Its school was established in 1885. J. J. Albright is president of the Board of Control, which governs it; Miss A. Lothrop, Treasurer.

\$225,000 or more when completed. This, and several other of the newer schools of the city, are of a size and style really imposing.



PUBLIC SCHOOL No. 27, Mineral Spring Road.

The children of school age in the city number about 76,000. Of these 19,000 attend parochial and private



PUBLIC SCHOOL No. 51, Guernsey Street, near Hertel Avenue.

schools, both Catholic and Protestant, and 52,000 the public schools. There are 58 school houses maintained by the department; 56 grammar and two high, and the State has here a Normal School. The Kindergartens of the city are numerous, but all except one at the Normal School are under private management. The Buffalo Kindergarten Association supports 12 of them from its revenues, mainly gifts and dues. The public school teachers number 1,084. About three-fifths of the expense of this department goes for their salaries, which on the whole, are of liberal amount.

The courses and methods of instruction are about the same as elsewhere in the cities. Drawing and music, and



NEW CENTRAL HIGH SCHOOL, Masten Park.

To cost \$225,000. Plumbing by Thos. Dark, Sons & Co., Contractors for General Plumbing and Sanitary Work, 115 East Eagle Street.

sewing are features, and German is taught in all the grammar and high school grades. The High School has a course preparatory for the colleges.

The Buffalo Public Schools are managed directly by the Superintendent, who is elected by the people. There is no school board as in other cities. There is a Board of Examiners, but they pass only upon the qualifications of teachers and are a board of visitors. A plan is on foot, however, to reorganize the department, so as to correct some deficiencies, and modernize it, and this plan proposes a Board.

Henry P. Emerson, a college graduate, nine years a teacher, and ten a high school principal, has been superintendent of schools at Buffalo for the past four years.



CANISIUS COLLEGE AND ST. MICHAEL'S CHURCH.

PRIVATE SCHOOLS.

THE greater number of the private scholastic institutions of the city are under Catholic auspices. Besides its system of parish schools, this church maintains here the following educational institutions of a higher order:

Canisius College of the Jesuit Fathers, a boarding and day school of academic and



BISHOP QUIGLEY'S RESIDENCE AND CHAPEL.



MOUNT ST. JOSEPH'S ACADEMY, Main Street and Humboldt Parkway.

Under the direction of the Sisters of St. Joseph. All Academic studies subject to the examination of the New York State Board of Regents.



LUCIUS E. HAWLEY, A. M.
Principal of Hawley's Preparatory School
for Young Men (Day and Board-
ing), 129 College Street.



THE HEATHCOTE SCHOOL, 621 and 623
Delaware Avenue,

Prepares Boys for Business, Scientific Schools or Col-
leges. Lester Wheeler, A. M., L. H. D.,
W. G. Rappleye, B. S., Head Masters.

collegiate courses, established in 1870, and occupying a building of a block frontage alongside St. Michael's Church.

St. Joseph's Collegiate Institute of the Christian Brothers, giving special attention to electrical science and other modern acquirements.

Holy Angels' College of the Oblate Fathers.

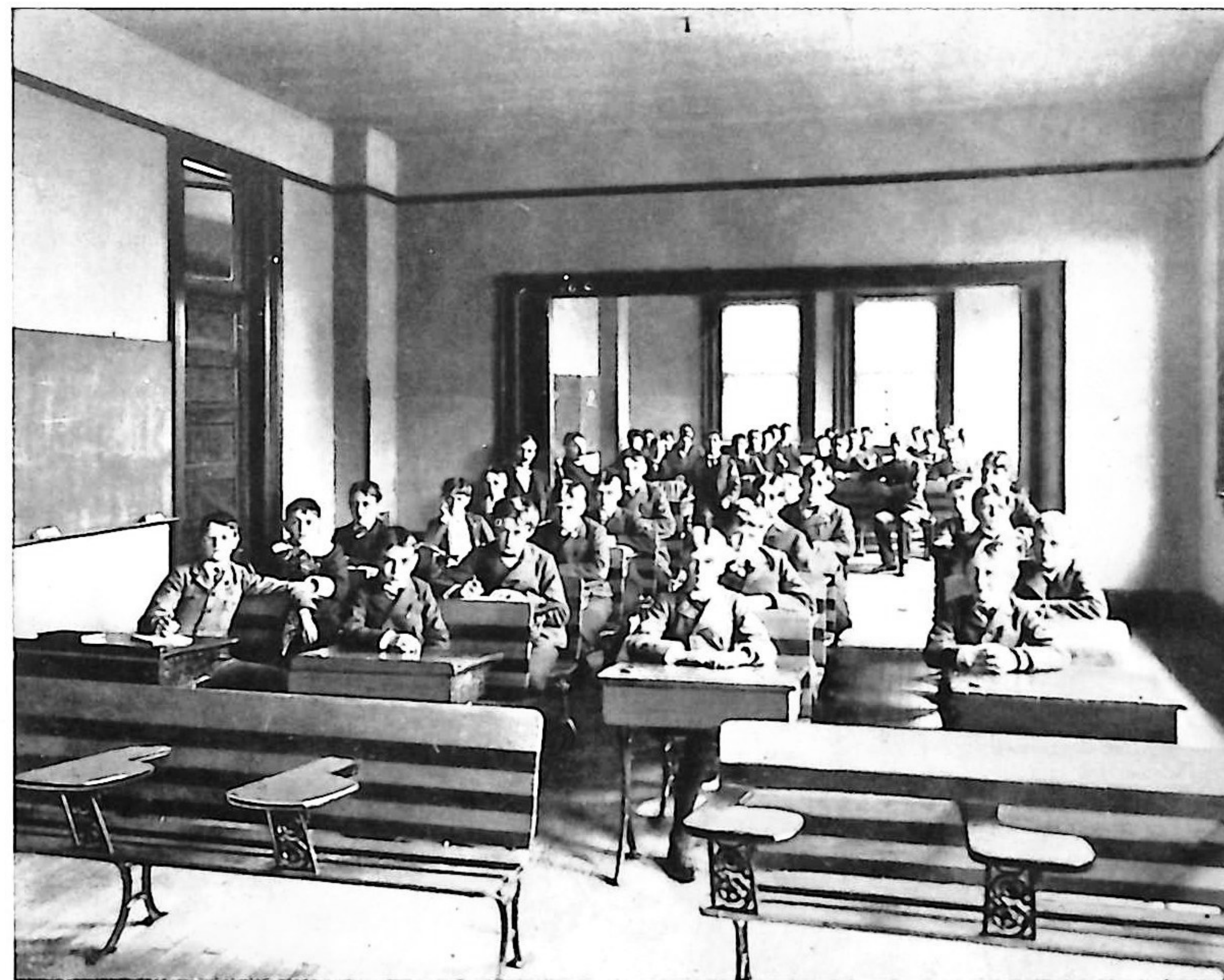
Mt. St. Joseph's Academy of the Sisters of St. Joseph, handsomely situated on the Humboldt Parkway, and beside the Park, a boarding and day school for girls—receiving boys under 12 also—a view of which is shown herein.

Holy Angels' Academy, near the Front and Prospect parks, a boarding and day school for girls, conducted by the Grey Nuns.

St. Mary's Academy, established in 1857 (Miss Nardin's, as it is commonly called), and the Day and Normal School of the Academy of the Sacred Heart.

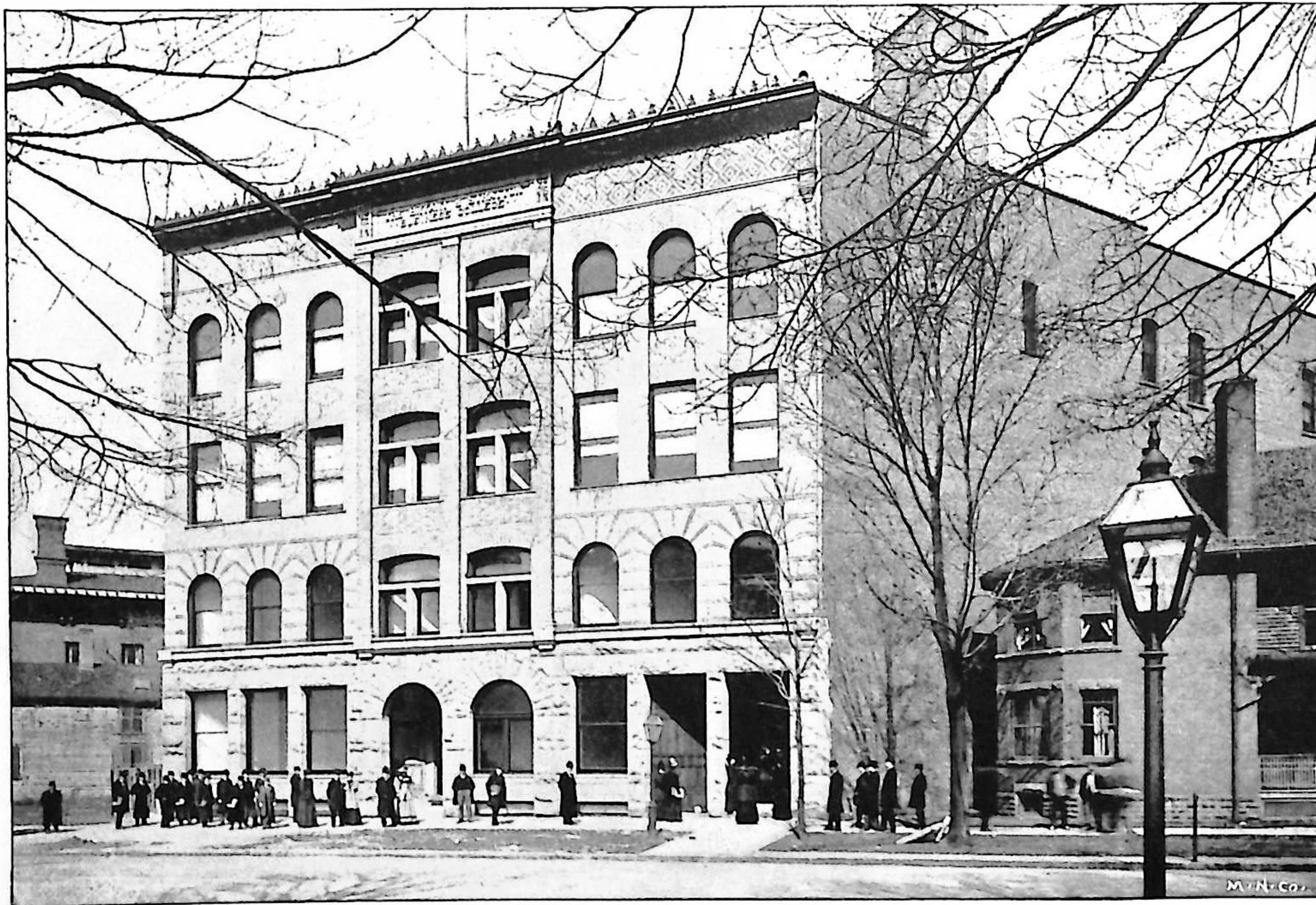
Also the Medical Department of Niagara University, a Catholic institution of Suspension Bridge, N. Y., which has been established here for convenience of clinical study and practice for several years, and which admits women on the same terms as men.

Other notable scholastic institutions are the parish and academic schools of the Lutheran denomination; the University of Buffalo, organ-



STUDY ROOMS, SECOND FLOOR OF HEATHCOTE SCHOOL.

ized with departments of law, medicine, dentistry, pharmacy, and pedagogy—most notable perhaps of which is the medical school, which enjoys the privileges of the Buffalo General Hospital; Buffalo Seminary, Delaware Avenue, a superior school for girls, which has prominent citizens for trustees, and a selected staff of instructors; the Heathcote Preparatory School; L. E. Hawley's Preparatory School; the Bryant & Stratton Business College, and the Art School of the Art Students' League, elsewhere described.



BRYANT & STRATTON'S BUSINESS COLLEGE, SHORTHAND AND ENGLISH SCHOOL.

Prepares young men and women for Business Life. The Building is owned and occupied by this school and is the largest and best equipped of the kind in America.

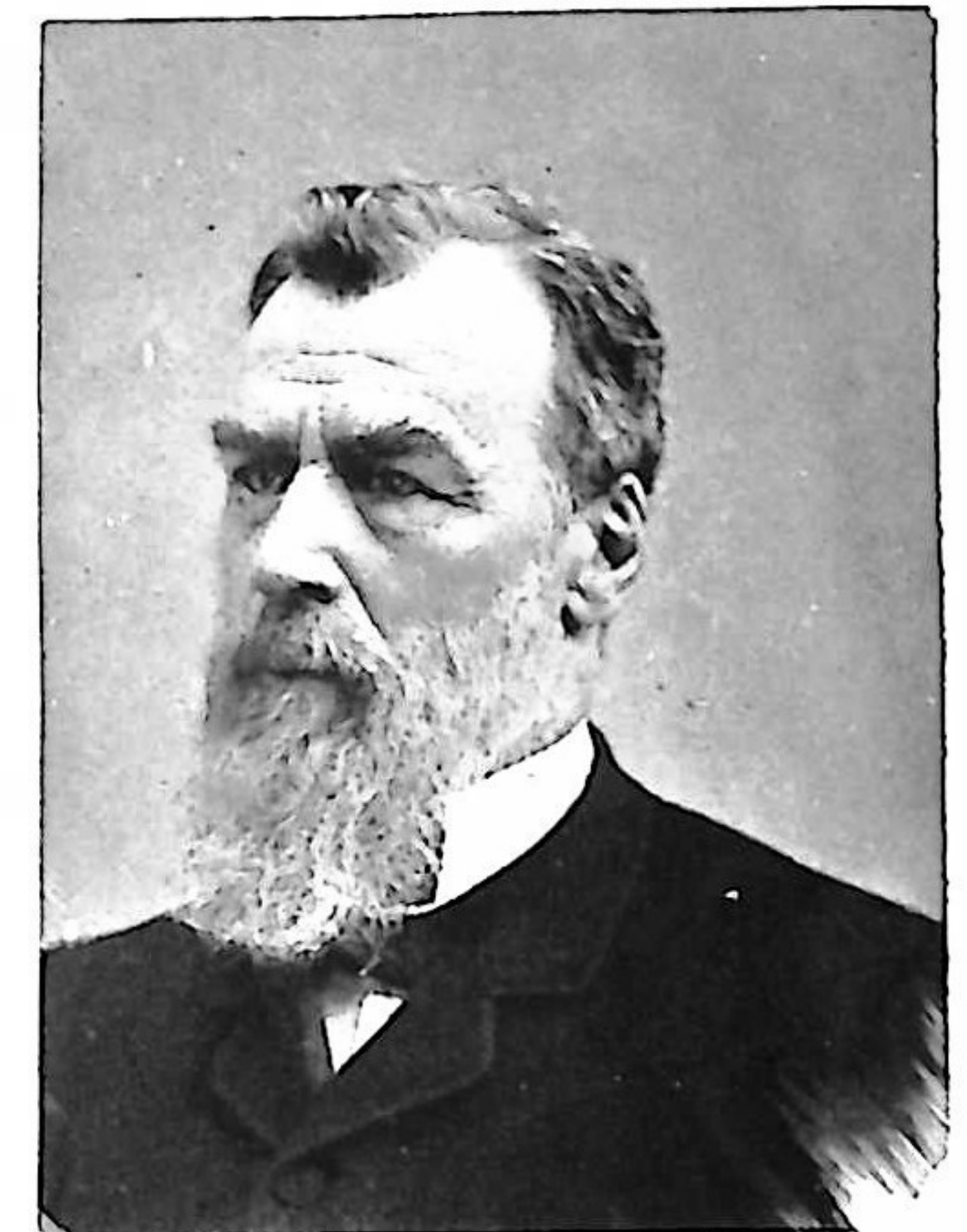
THE PRESS OF THE CITY.

SIXTY newspapers and periodicals are published at Buffalo. Of these 10 are daily. Three of these dailies are printed in the German tongue, a fact significant of the number of this element of the population.

The Buffalo dailies are the "Courier-Record" and "Express," morning papers, and the "News," "Commercial,"

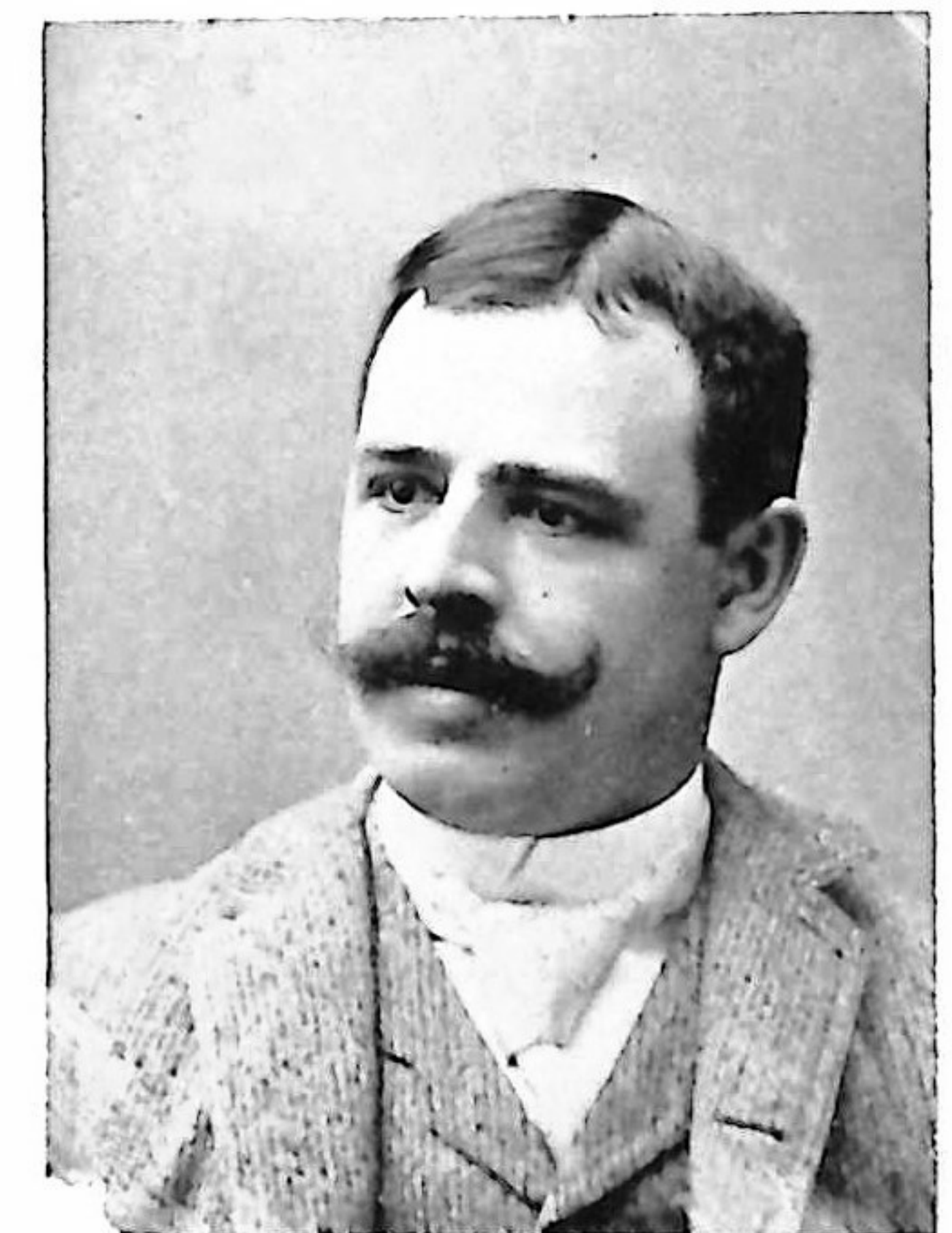
"Enquirer," and "Times," evening issues. The "Express" is a two-cent paper; all the others sell for a cent.

The "Courier-Record" is the oldest of these dailies. It claims descent, on the "Courier" side, from the "Star," founded in 1831, which was the first daily newspaper of the city. It is owned by Mr. W. J. Conners, master stevedore of Chicago and Buffalo, politician and patron of athletics, and one of the



J. C. BRYANT,

President Bryant & Stratton Business College; 40 years at the head of this school; one of the most experienced and successful business educators in America.



CLARENCE L. BRYANT,

Secretary and Manager Bryant & Stratton Business College.

most enterprising and successful business men of the city.

The "Express" dates from 1846. Two of the principals in the extensive printing house of The Matthews-Northrup Co. (printers of this work), which has a great reputation for fine job and book work, are interested in it. Mr. George E. Matthews of that company is its editor.



RESIDENCE OF W. H. SCHMIDT, 356 Richmond Avenue.

Mr. Schmidt is a leading Buffalo Contractor, with offices in the Builders' Exchange.

The "News" has a handsome advertising patronage. Edward H. Butler is its editor and proprietor. The "Times" is Norman E. Mack's paper. The "Enquirer" is the evening edition of the "Courier-Record."

Besides their dailies, the Germans support several weeklies, and the Poles of the city two weeklies also. The other journals published here are mainly trade, fraternal or religious exponents, the most conspicuous exceptions being the "International Gazette," the "Magazine of Poetry" (literary), and "Cyclopædic Review."

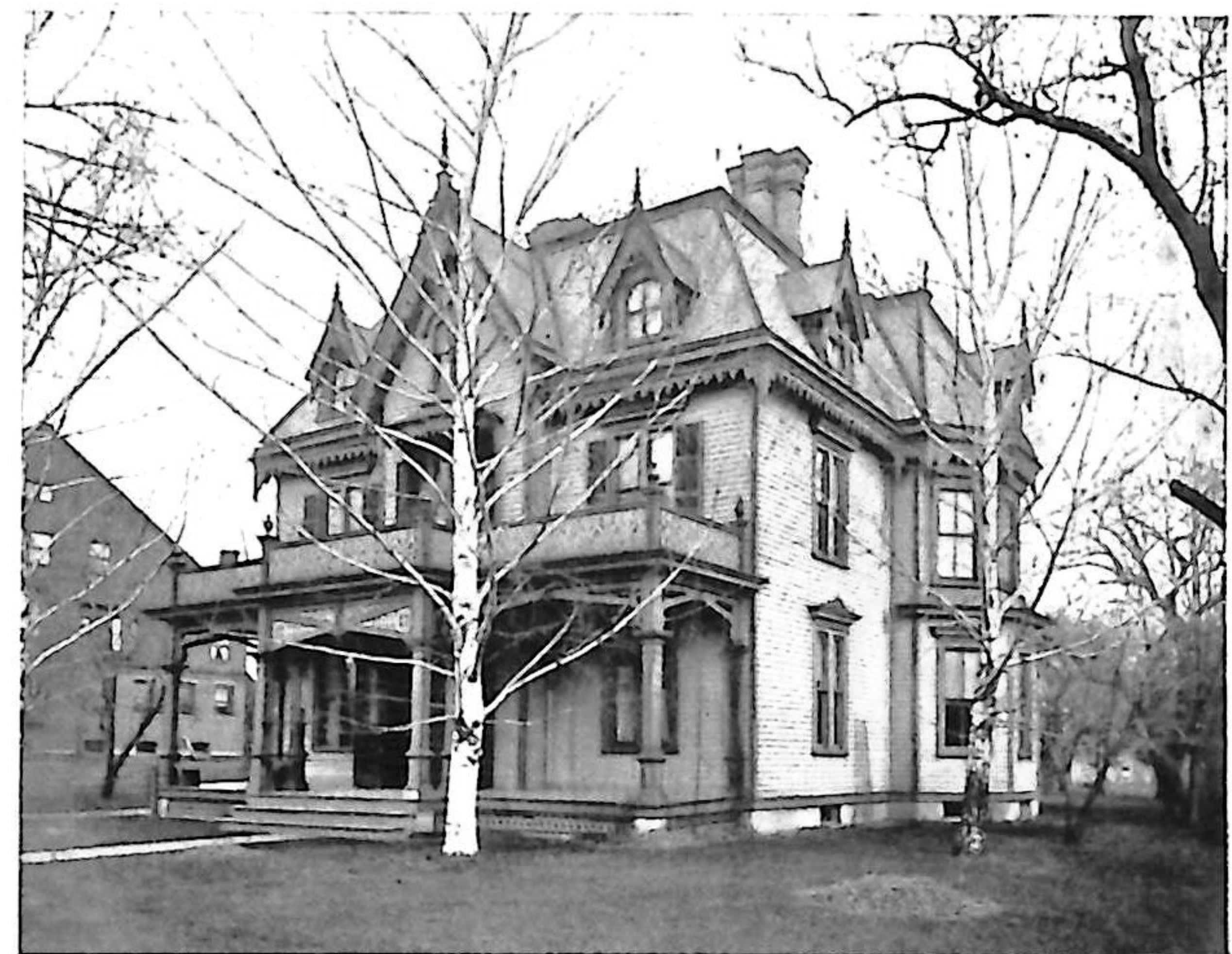
LITERATURE.

UPWARDS of a dozen collections of books are accessible to the Buffalo public, the largest of them, the Free Library of the city, of 80,000 volumes, and the Grosvenor Reference Library of 40,000.

The Free Library has but lately been established, or, rather, it has but lately come under city management. It is the old library of the Buffalo Library Association. This institution



RESIDENCE OF J. CHRIST. BERNHARDT,
(Wholesale Liquors,) 864 Main Street.



RESIDENCE OF M. HAUSAUER, 1285 Main Street.

occupies the building shown in the cut on page 28, one of the finest edifices of the city. It owns that property and other valuable realty besides, the Iroquois Hotel, valued, with ground, at \$1,000,000, among other pieces. It is an old corporation whose finances, being somewhat disordered, accepted the city terms of an annual subsidy, which leaves its income clear to meet certain fixed charges. This arrangement, recently consummated, furnishes the public here with a free library, so to say, ready made.



RESIDENCE OF C. F. DUNBAR (Contractor), 1247 Main Street.

The Grosvenor Library, founded upon an endowment, is supported in part by the city. Other libraries are those of the Catholic Young Men's and German Young Men's Associations, the Law, Historical and Art Societies, etc.



ORPHEUS CLUB AND ROOF GARDEN, Main Street.



BUFFALO ORPHAN ASYLUM, Virginia Street.



GROUPS OF THE ERIE MEDICAL CO.'S ANNEX, Niagara Street.

THE ART GALLERY AND SCHOOL.

Art has many votaries in Buffalo. The Buffalo Society of Artists, incorporated 1894, has 345 members; it maintains an art library in conjunction with the Academy of Fine Arts. The School of the Art Students' League of Buffalo is in a flourishing condition. It was established in 1885, and occupies quarters in the Buffalo Savings Bank Building. It has 196 pupils to whom instruction is given by artists of experience along the lines of the Art Schools of New York, Paris and other large cities. It has one scholarship from the Art Students' League of New York, and gives five—four to the public schools and one



RECEPTION ROOM OF THE ERIE MEDICAL COMPANY, Niagara Street.



LIBRARY OF THE ERIE MEDICAL COMPANY, Niagara Street.

to the Women's Educational Institution of this city. It makes its annual sketching tour, and is fully up to the times in methods and facilities.

The Academy of Fine Arts has its gallery in the Buffalo Library Building. It was organized in 1862. It has accumulated a very respectable collection of paintings, but its distinguishing excellence is its fine collection of etchings and engravings. Admission to it is 25 cents on

week days; on Sundays it is free.

The anti-quarian and archæological collection of the Buffalo Historical Society and the Museum of the Society of Natural Sciences are also housed in the Library Building. The Historical Society is an active body. It has succeeded in preserving many interesting local relics, among them the cannon of 1812 decorating Lafayette Square; and has raised over the bones of "Red Jacket," "Cornplanter," and other famous Indians in Forest Lawn

Cemetery, the Red Jacket memorial (page 19), a statue of bronze.

MUSIC AND DRAMA.

BUFFALO supports at present five theaters, three English and two German; and two others are building. Of the three English, the Star and



RESIDENCE OF JAS. M. MERRITT, 42 Richmond Avenue.

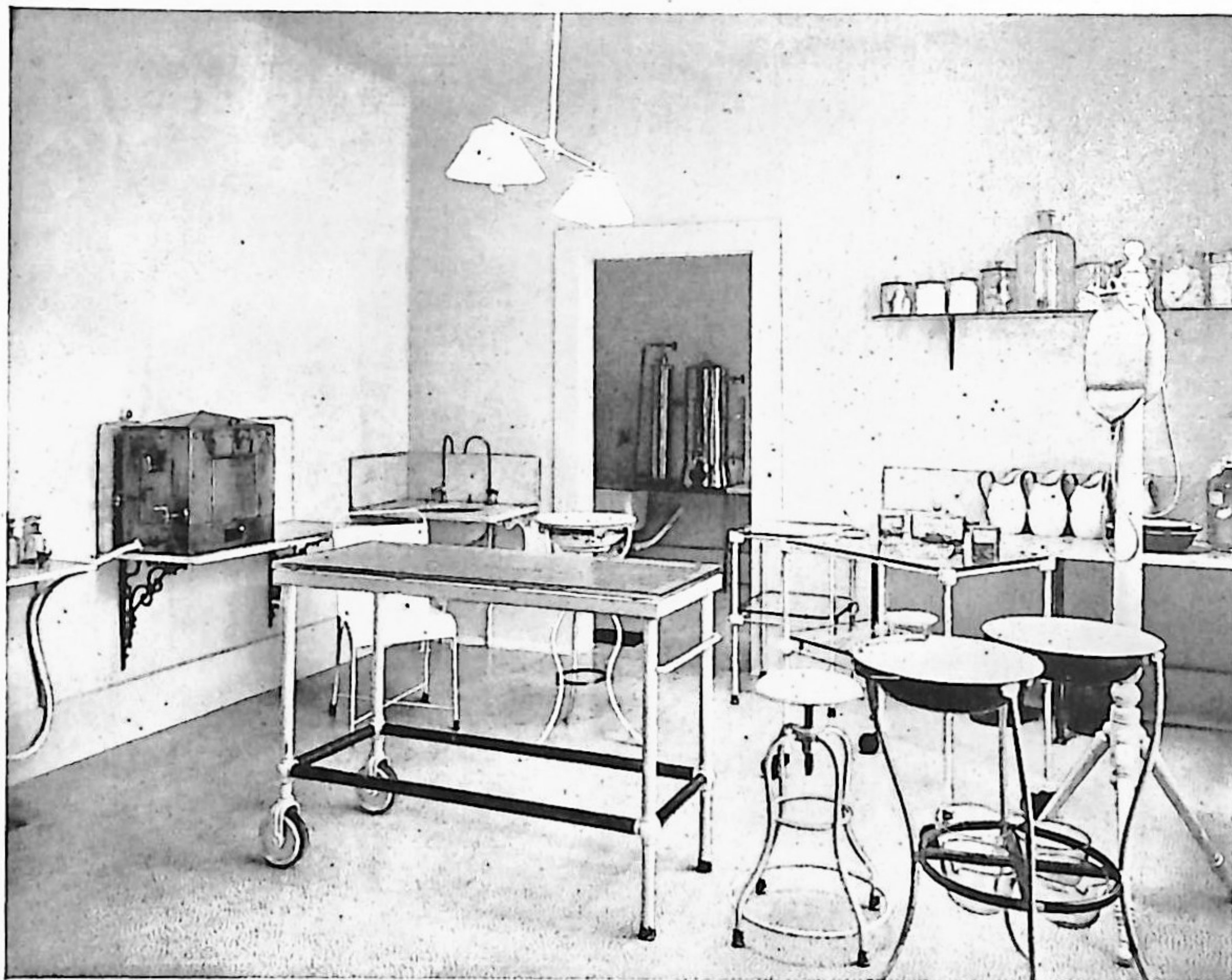


RESIDENCE OF H. A. MENKER, 1371 Main Street.



RESIDENCE OF JAMES ASH (Wholesale and Retail Coal Dealer), 291 Porter Avenue.

Lyceum theaters are devoted to regular drama and the Court Street to Vaudeville. The Star seats 1,500; the Lyceum 2,200; the Court Street about 1,000. At the Lyceum and Court Street popular prices are the rule.

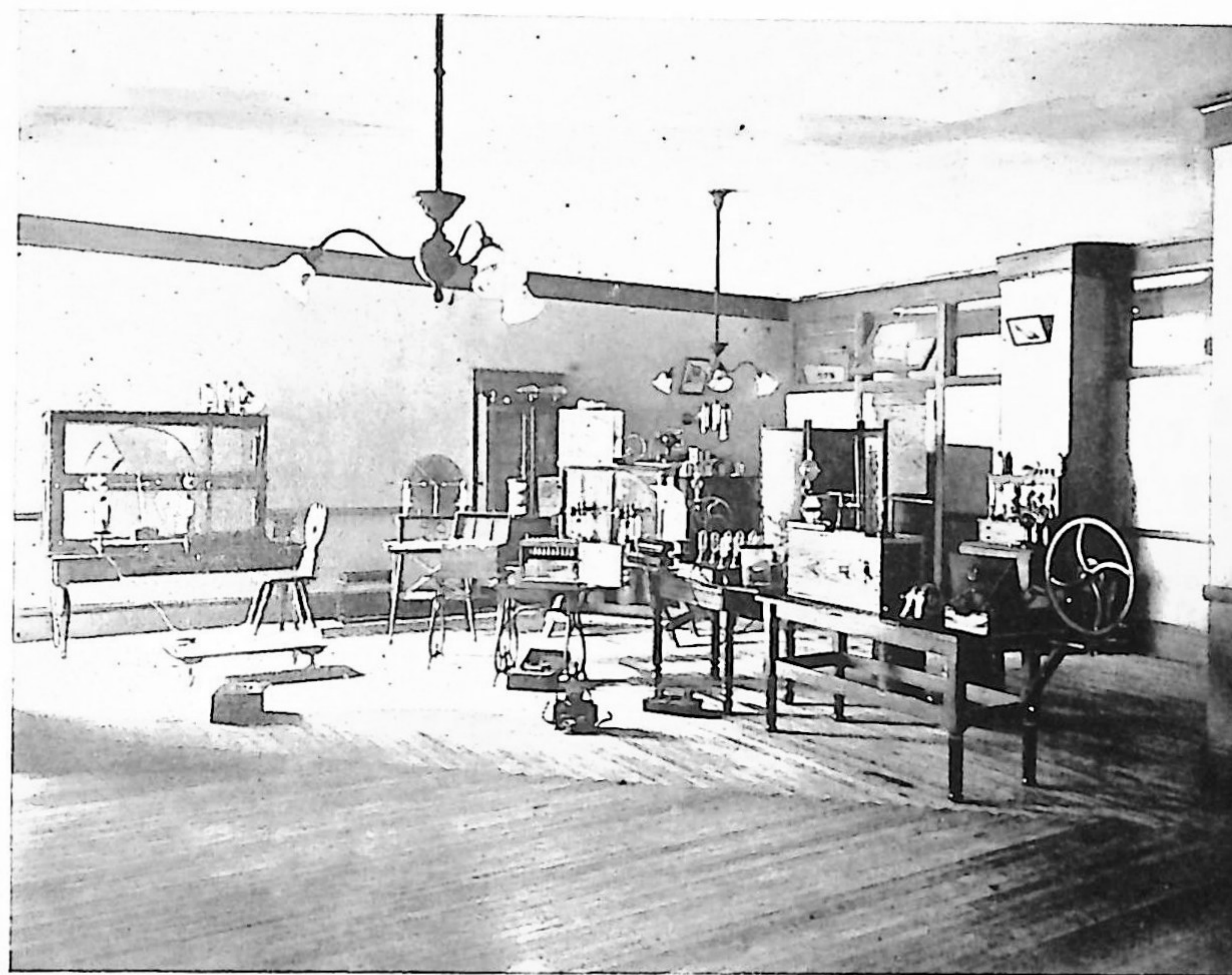


OPERATING ROOM OF THE LEXINGTON HEIGHTS HOSPITAL,
171 and 173 Lexington Avenue.

First-class Private Hospital for Treatment of Medical and Surgical affections; full facilities, quietness and privacy; no wards; each patient has private room. Wm. Macomber, Esq., Secretary and Treasurer.

The commodious Music Hall, shown on another page, is also used for operatic and other shows.

With its extensive Teutonic element of tuneful spirit it is not surprising that the devotees of music in Buffalo are



OPERATING ROOM OF THE BUFFALO ELECTRICAL SANITARIUM,
Third Floor of the Ellicott Square.
John T. Pitkin, M. D., Manager.

legion. There are something like twenty musical societies, the Orpheus, of more than 1,000 members, the Liedertafel and Buffalo Vocal Society chief among them; and the fall and winter concert season of the Buffalo Symphony Orchestra is one of the features of the social life of the place.

CLUBS—ORGANIZATIONS—RESORTS.

THE pleasure resorts in and about Buffalo are, literally, too numerous to mention. In addition to the city parks, Niagara Falls, etc., there are bicycle and race tracks, shooting ranges, golf links and no end of groves and



CHARLES KENNEDY,
Vice-President Buffalo Merchants' Exchange and Board of Trade, 1897;
Grain and Commission Merchant.

beaches for summer excursions, picnics and camps. With its smooth asphalt pavements and attractive surroundings the city is one of the greatest bicycle towns in America. The list of the city's clubs, indeed, shows to what an extent it favors all forms of physical and outdoor recreation. Here, among other such organizations, we have the Audubon shooting and Country club, seven or eight boxing clubs, seven bicycle clubs, yachting, rowing, canoeing, fox hunting, curling and quoiting clubs, and bowling clubs innumerable.

The principal social clubs of the city are the Buffalo, which occupies a fine old mansion on Delaware Avenue, the Ellicott, tenant of the top floor of the Ellicott Square Building, the Saturn, whose "high jinks" are famous, the University, Twentieth Century — the Ladies' Club, — the Press Club of



ROBERT R. HEFFORD,
President Merchants' Exchange and Board of Trade, 1896, and
Wholesale Coal Dealer.

the working journalists, and the Phoenix Club of the Jewish residents. Of dramatic, literary and artistic organizations there are the "Sketch Club," of professional artists, the "Scribblers," Camera Club, etc.

The principal business organizations of the city are the Merchants' Exchange of the grain trade and business men generally; the Lake Carriers' Association of Shipowners, Western Elevating Association of the Grain Elevator proprietors, the Lumber Exchange, East Buffalo Live Stock Association, Produce Exchange, Bankers' Association or Clearing House, Real Estate Exchange and Builders' Exchange.

THE MERCHANTS' EXCHANGE.

The Merchants' Exchange is, in a measure, successor to the original Board of Trade of Buffalo,



WM. H. WALKER,
Vice-President Merchants' Exchange, 1896;
President Merchants' Bank, Fidelity Trust Co. and Buffalo General Hospital; of W. H. Walker & Co., Wholesale Shoes.



WM. THURSTONE,
Secretary Buffalo Merchants' Exchange, and Buffalo Board of Trade, since 1863.



JOHN H. LASCELLES,
Treasurer Buffalo Merchants' Exchange and Board of Trade; Cashier Marine Bank of Buffalo; vice-president Merchants' National Bank of Dunkirk, N. Y.



ALONZO R. JAMES,
President Merchants' Exchange and Board of Trade, 1897.
Also Treasurer Central Milling Co.

The facilities afforded members of the Merchants' Exchange, and methods employed to gather and publish prices and news, are those in vogue on leading exchanges of other cities, and need not here be described. The Merchants' Exchange has over 400 members, representing nearly every business and industry of Buffalo. It is an influential body, and in all matters of a public nature has exerted itself to further the best interests of the city.

The officers of the Merchants' Exchange, elected to serve from January 13, 1897, to January 12, 1898, are: Alonzo R. James, grain and milling, presi-

although not directly so. The present Board of Trade is simply the corporation which owns the property in which the Exchange is housed.

The original Buffalo Board of Trade was instituted in January, 1844. It was at first a small affair in keeping with the business of the city at the time, and was not incorporated until March, 1857, the year of the great financial panic, when the utility of organization was pretty thoroughly and practically demonstrated to business men.

Its first location was at Prime and Hanover streets; in 1860 it moved to Central Wharf, and there remained until 1882, when it ceased to be an institution devoted to the commercial interests of the city.

The Buffalo Merchants' Exchange was incorporated in April of that year with a large membership. It is a trading body of grain and provision dealers chiefly, but also, as the only body caring for the commercial interests of the city of general mercantile membership.



BOARD OF TRADE BUILDING, Seneca and Pearl Streets.
Home of the Buffalo Merchants' Exchange, Sponsors for this work.

dent; Charles Kennedy, grain, vice-president; John H. Lascelles, banker, treasurer; William Thurstone, secretary. The retiring president, under whose sponsorship this publication was begun, is Mr. Robert R. Hefford, wholesale coal, elevators, etc. Secretary William Thurstone has been identified with the

Board of Trade as its secretary for 34 years, and with the Merchants' Exchange, as secretary, since its incorporation. His comprehensive annual reports of the trade and commerce of the city have been freely used in compiling this work.

In 1881 the movement originated which finally resulted in the erection, in 1883, of the Board of Trade Building at Seneca and Pearl streets, in which the Merchants' Exchange has its quarters. This building cost \$250,000, and last year was reconstructed and a story added at an additional cost of \$25,000.



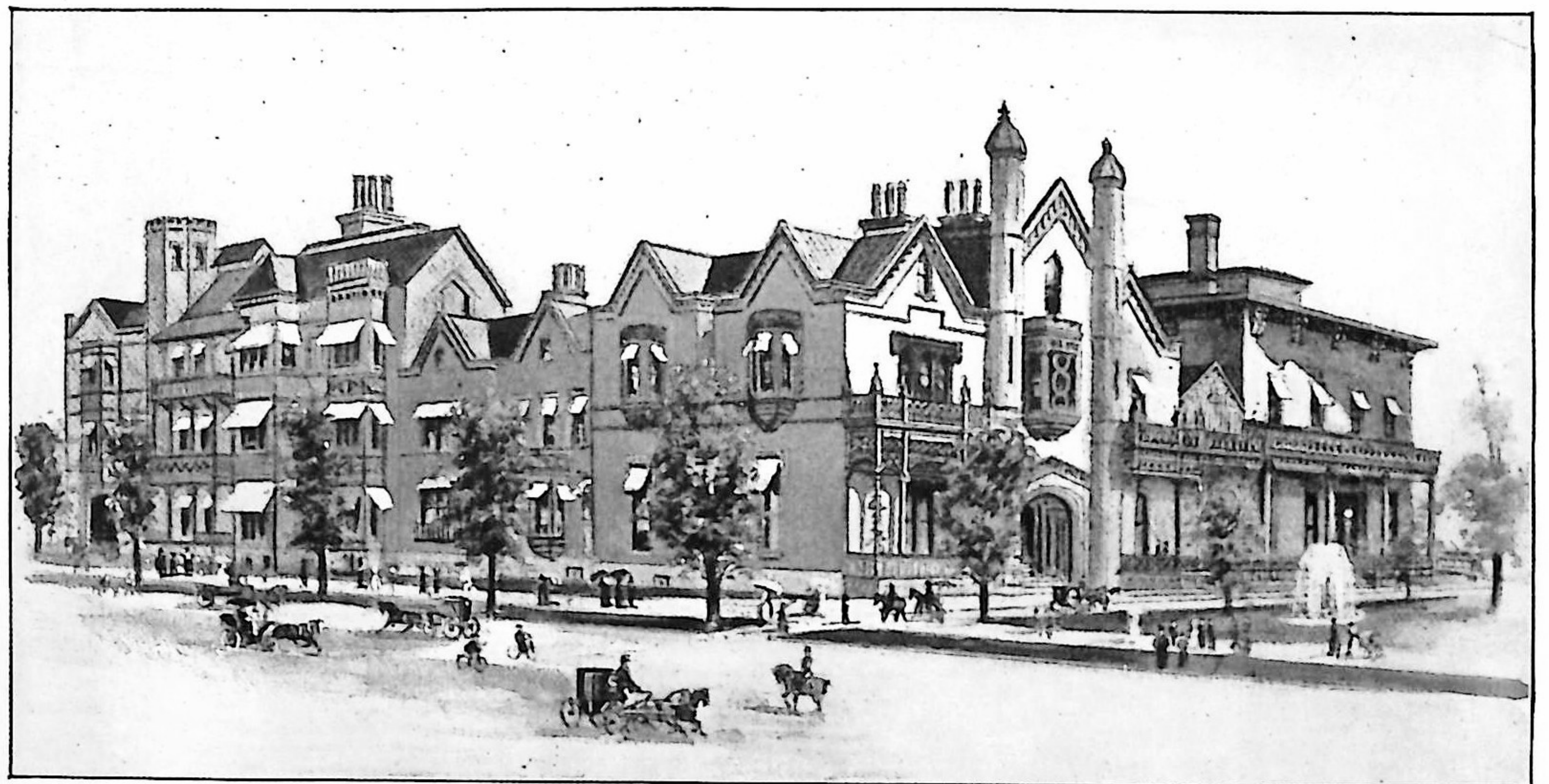
HOTEL IROQUOIS, Eagle and Main Streets.

Built by the Puffalo Library Association, at a cost of \$1,000,000.

It was one of the first modern structures of a business type put up here, and it pioneered the way for the improvement of recent



NIAGARA HOTEL, Porter Avenue and Seventh Streets.



HOTEL FILLMORE, Niagara Square. C. N. Burtis, Proprietor.

Its front is the old Fillmore Mansion, once the residence of President Millard Fillmore, and one of the Historical Landmarks of the city.



THE ARLINGTON, opposite the New York Central and Lake Shore Depot.

100 Rooms; American Plan only; Rates \$2 to \$2.50 a day; First-class in every respect.

years, in the business quarter, that has been so marked. It is eight stories, of brick, iron and terra cotta, with a stone front, is fire-proof and thoroughly substantial. The Exchange occupies, with board room and offices, its fourth floor. The remainder is laid out in offices, chiefly



H. C. ORR,
Proprietor of the "Arlington," opposite the New York Central and Lake Shore Depot.

occupied by the grain trade and kindred lines, returning a handsome revenue to the Board of Trade, which owns it.

CHURCHES AND CHARITIES.

THE Buffalo community is one not unmindful of its devotions and duties in the midst of worldly cares and pleasures. Nearly every creed and religious belief is represented among its numerous temples of worship,

and its public charities are largely under church direction and control.

It would be impossible to enumerate in the brief limits allotted herein, the many and various charitable and eleemosynary institutions which this people generously supports: Orphan asylums, hospitals, church homes, refuges, all the means by which misfortune



DRAWING ROOM, HOTEL FILLMORE.



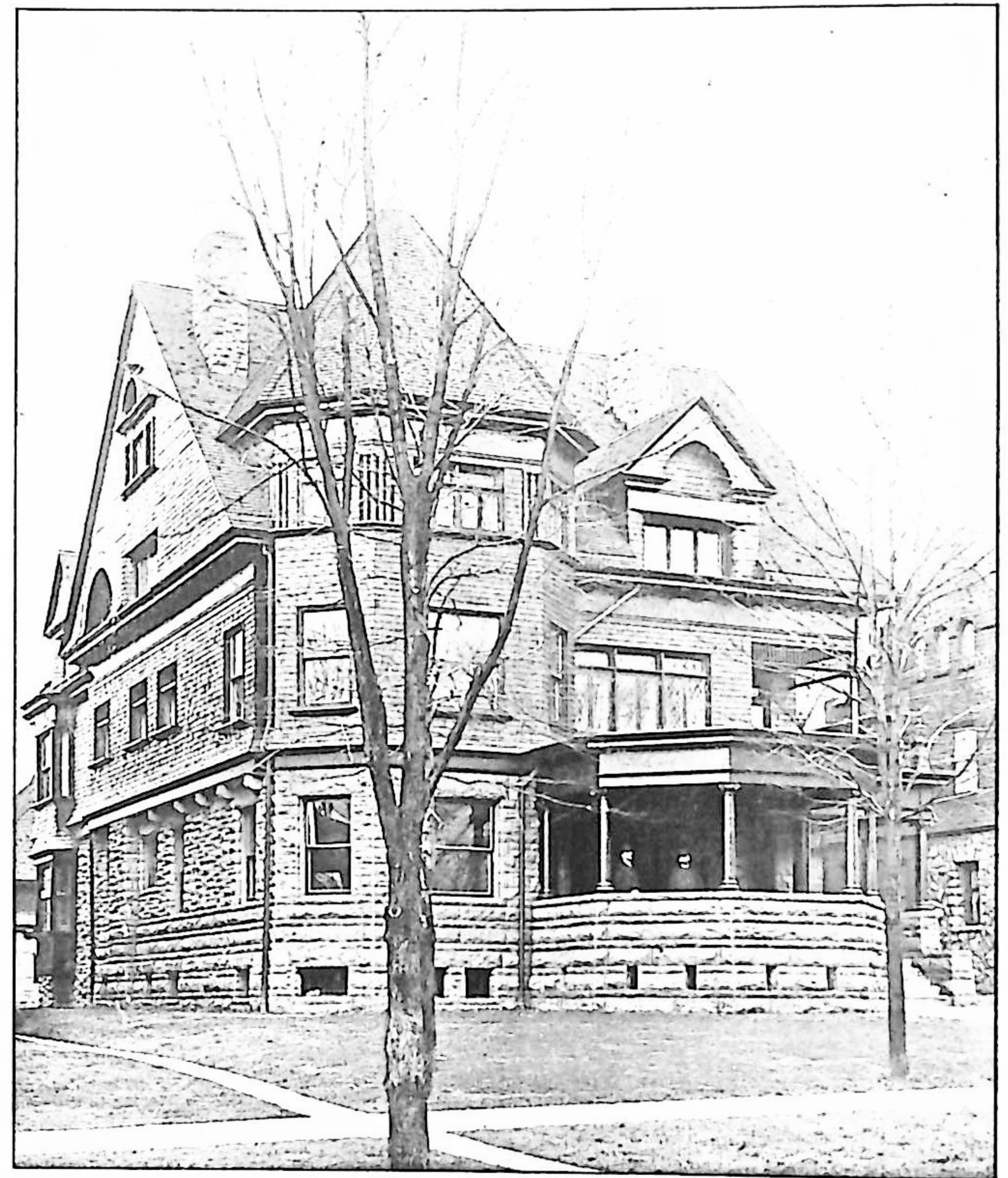
HALL AND STAIRCASE, HOTEL FILLMORE.

and suffering are alleviated. Most to be remarked of these institutions, perhaps, are the following: Le Couteulx Deaf Mute Institute, Edward Street, which was founded many years ago through the generosity of a wealthy French resident of the city, and is managed by the Catholic Sisters of St. Joseph; the State Hospital for the Insane, already referred to (page 11), one of the most notable institutions of the kind in the land; the Buffalo General Hospital and Sisters of Charity Hospital, both large and liberally equipped establishments, provided with a numerous and expert staff. Notable also as high-class medical institutes for the treatment of the ills of the flesh are the Lexington Heights Homœopathic Hospital, and Dr. Pierce's Invalids' Home.

LIVING AND HOTELS.

THE cost of living in Buffalo is, to economical persons, very reasonable. The markets are those of a big city, supplied from all parts of the land. Rents as a rule are reasonable. The natural gas is abundant, cheap and a very great convenience to householders. Board can be obtained to suit the circumstances of all. For the transient and tourist there are many excellent restaurants and hotels.

The principal hotels are the "Iroquois," "Genesee," "Niagara," "Tifft," "Fillmore," "Ontario," "Mansion House," "Stafford," "Arlington," and "Broezel." The Iroquois is a house of the first order, and the Niagara a family hotel, equal to any in the land. The Tifft and Mansion are old houses. The "Arlington" is opposite the Union Depot. The "Fillmore," on Niagara Square, occupies, with some extensions, the old mansion of President Fillmore; whence the name.



RESIDENCE OF HENRY W. BOX (Attorney at Law),
628 Delaware Avenue.



FINANCIAL CONCERNS: BANKING, INSURANCE, REAL ESTATE AND BUILDING.

BUFFALO has 24 banks. Of these 18 are banks of discount. Of the 18 only two are National banks, all the rest having State charters. Two are trust companies, doing a banking business, and four are savings banks.

The total capital and surplus of these 24 banks is \$14,250,000; their total deposits, \$69,500,000; and the total resources over \$100,000,000.

The capital of the banks doing a commercial business strictly, is \$5,050,000, and their surplus is \$4,251,000. Their loans and discounts aggregated \$28,000,000 at last accounts, and their deposits, \$31,000,000.

The savings deposits in the banks of the city aggregate nearly \$35,000,000, with assets considerably more than that sum. Their surplus aggregates \$5,286,325.

The bank clearings of 1896 were \$219,400,646; the balances, \$38,653,899.

The following statements show the business of the commercial banks of the city at last accounts available for this publication.

The Marine Bank, organized 1850; S. M. Clement, president; J. J. Albright, vice-president; J. H. Lascelles, cashier; H. J. Auer, assistant cashier; has paid up capital, surplus and undivided profits of \$1,073,148; bank and individual deposits, \$4,414,798; loans and discounts, \$3,816,314, and total resources of \$5,487,947.



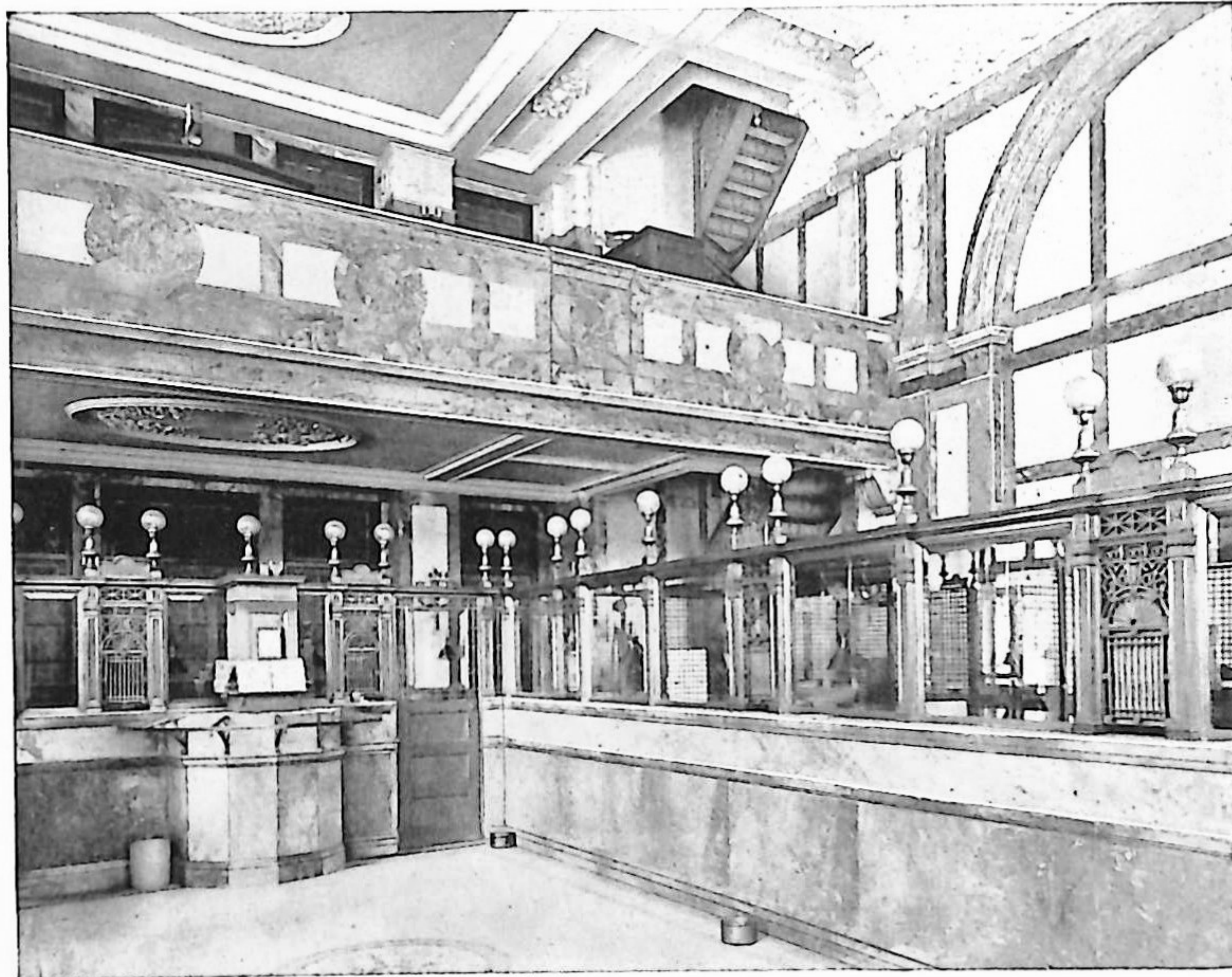
MOONEY AND BRISBANE OFFICE BUILDING, Lafayette Square.



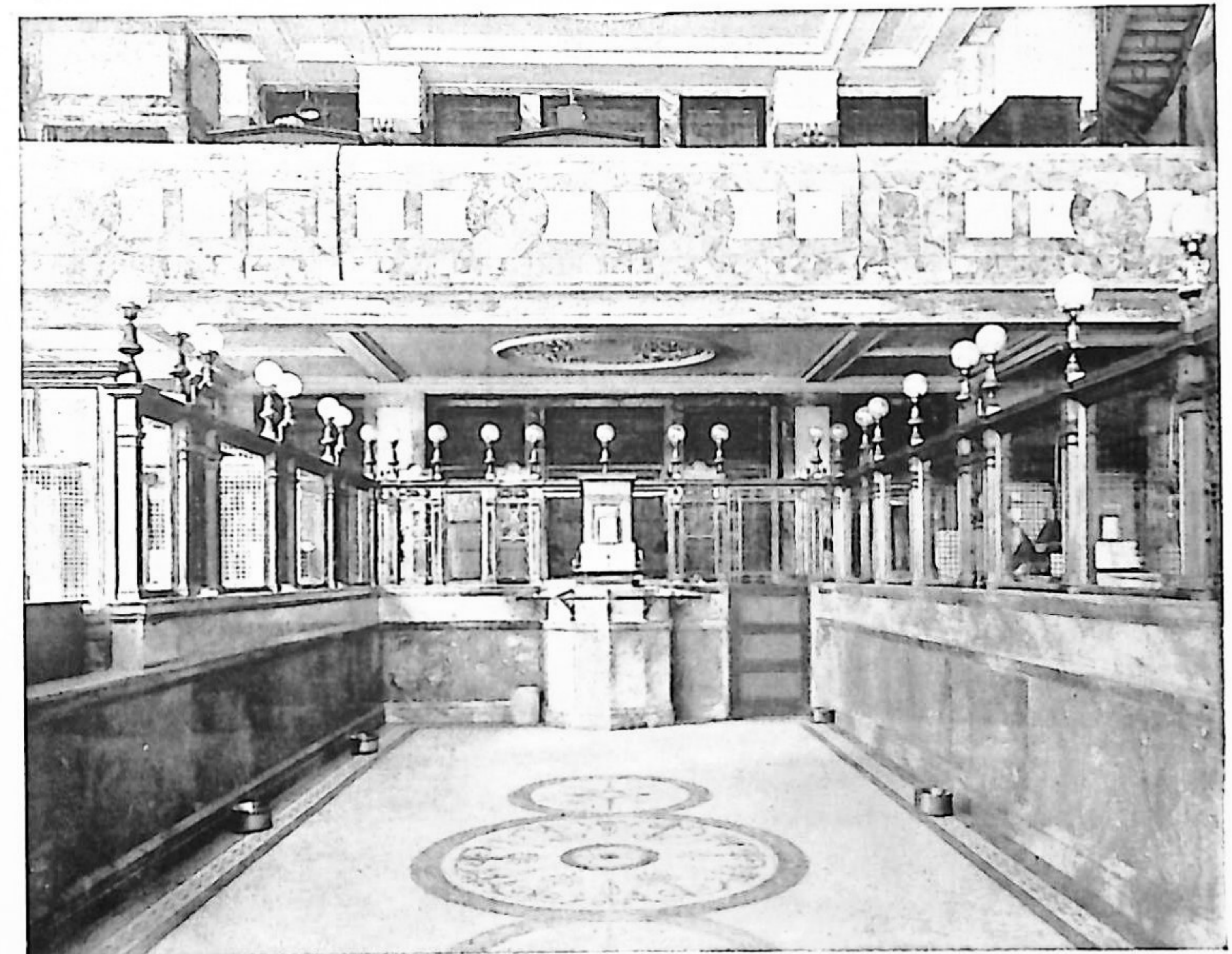
MARINE BANK, Main and Seneca Streets.

Established 1850. S. M. Clement, president; J. H. Lascelles, cashier. Capital, Surplus and Earnings, (June 9, 1897,) \$1,073,148; Deposits, \$4,414,798; Loans, \$3,816,314; Total Resources, \$5,487,947.

The Manufacturers' & Traders' Bank, organized 1856, Pascal P. Pratt, president; B. C. Rumsey, vice-president; James H. Madison, cashier; has paid up capital \$900,000; surplus and undivided profits, \$539,603; deposits, \$3,792,680; loans and discounts, \$3,555,639.



The German Bank, organized 1870, F. A. Georger, president; Eugene A. Georger, cashier; has paid up capital, \$100,000; surplus, \$400,000; undivided profits, \$172,000; individual deposits, \$2,388,000; bank deposits, \$112,000; loans and discounts, \$2,400,000.



INTERIOR VIEWS, BANK OF BUFFALO, Corner of Main and Seneca Streets.

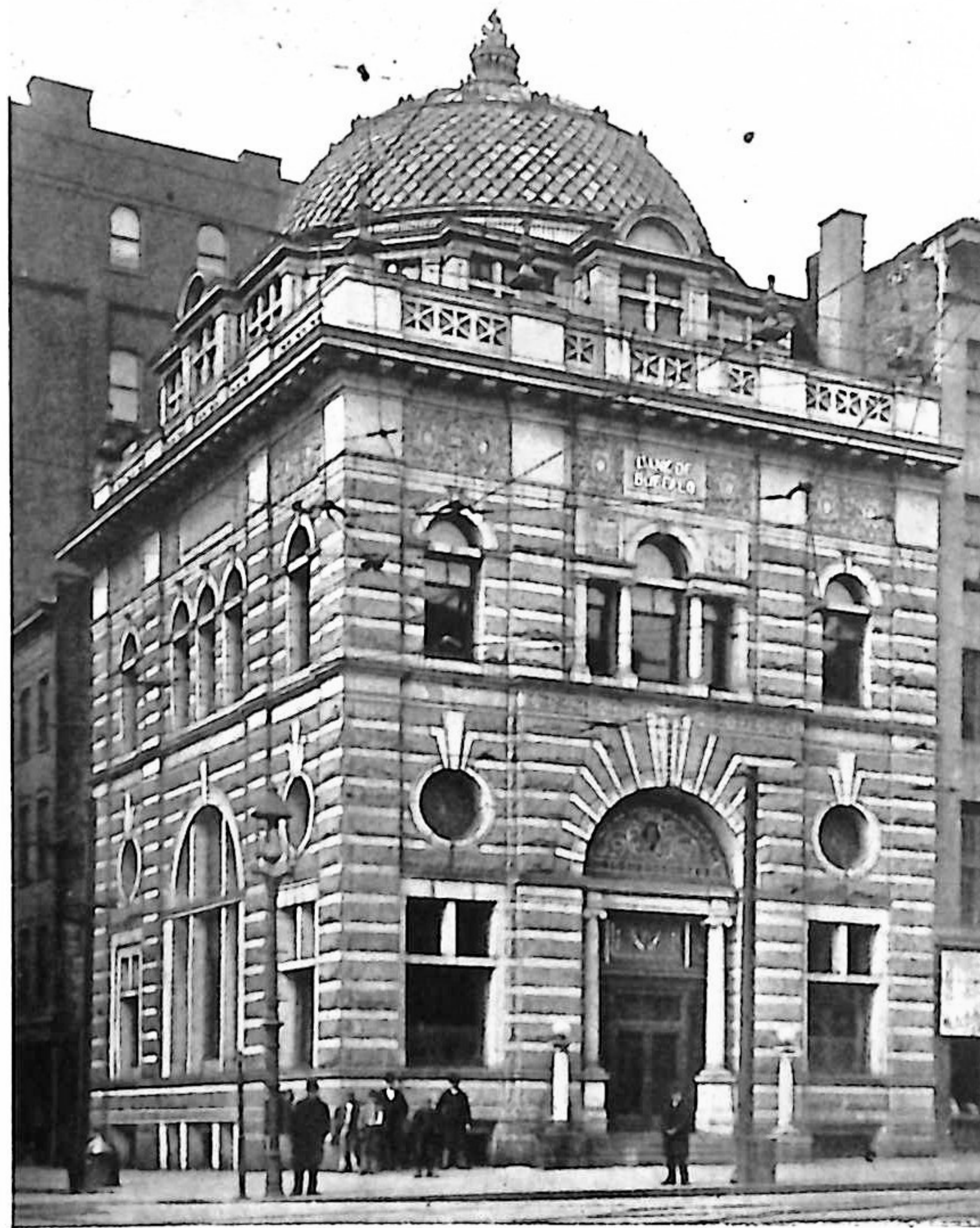
Established 1873. E. C. McDougal, President; John L. Daniels, Assistant Cashier. Capital, Surplus and Undivided Profits, \$638,037; Deposits, \$3,042,443; Loans and Discounts, \$2,547,909; Total Resources, \$3,680,480.

The Bank of Buffalo, organized 1873, E. C. McDougal, president; S. S. Rogers, vice-president; John L. Daniels, assistant cashier; has paid up capital, surplus and undivided profits of \$638,037; deposits, \$3,042,443; loans and discounts, \$2,547,909.

The City Bank of Buffalo, organized 1893, W. C. Cornwell, president; P. H. Griffin, vice-president; Alfred J. Barnes, cashier; has paid up capital, \$300,000; surplus, \$150,000; undivided profits, \$18,600; individual deposits, \$1,537,000; bank deposits, \$520,000; loans and discounts, \$1,779,910.

The People's Bank, organized 1889, Daniel O'Day, president; A. D. Bissell, vice-president; C. W. Hammond, cashier; has paid up capital, \$300,000; surplus, \$60,000; undivided profits, \$54,000; individual deposits, \$1,500,000; bank deposits, \$235,000; loans and discounts, \$1,600,000.

The Merchants' Bank, organized 1881; William H. Walker, president; Robert B.



BANK OF BUFFALO, Corner of Main and Seneca Streets.



PASCAL P. PRATT,

President Manufacturers' and Traders' Bank
and Buffalo Clearing House; Director
Buffalo Gas Co.; Trustee State
Normal School; Presi-
dent Buffalo Seminary.

Adam, vice-president; F. W. Fiske, cashier; has paid up capital, \$300,000; surplus, \$120,000; undivided profits, \$80,000; individual deposits, \$1,260,000; bank deposits, \$125,000; loans and discounts \$1,500,000.

The German-American Bank, organized 1882; Geo. Sandrock, president; Jacob W. Diehl, vice-president; Henry W. Burt, cashier; has paid up capital, \$200,000; surplus, \$100,000; undivided profits, \$15,000; individual deposits, \$1,300,000; bank deposits, \$250,000; loans and discounts, \$1,100,000.

The Farmers' & Mechanics' Bank, organized 1838; E. G. Spaulding, president; Franklin Sidway, vice-president; E. R. Spaulding, cashier; has paid up capital, \$200,000; surplus, \$100,000; undivided profits, \$54,000; individual deposits, \$1,000,000; bank deposits, \$102,000; loans and discounts, \$1,000,000; total resources, \$1,430,341.



BUFFALO COMMERCIAL BANK, Seneca and Pearl Streets.

Established 1836. F. L. Danforth, president; W. E. Danforth, cashier. Capital and Surplus, \$329,000; Deposits, \$950,000; Loans and Discounts, \$956,000; Total Resources, \$1,280,000.



JOSEPH BLOCK,
President Citizens' Bank of Buffalo.

The Buffalo Commercial Bank, organized 1836; Fred L. Danforth, president; W. E. Danforth, cashier; has paid up capital, \$250,000; undivided profits, \$79,000; individual deposits, \$650,000; bank deposits, \$300,000; loans and discounts, \$956,000.

The Metropolitan Bank, organized 1891; Henry Weill, president; Chas. Groben, vice-president; Jacob Dilcher, cashier; has paid up capital, \$200,000; undivided profits,

\$102,160; individual deposits, \$900,000; loans and discounts, \$1,000,000.

The Citizens' Bank, organized 1890; Joseph Block, president; George F. Zeller, vice-president; Irving E. Waters, cashier; has paid up capital, \$100,000; surplus, \$100,000; undivided profits, \$25,500; individual deposits, \$1,000,000; bank deposits, \$150,000; loans and discounts, \$938,000.

The Ellicott Square Bank, organized 1891; Fred. C. M. Lautz, president; Walter G. Robins, vice-president; D. Clark Ralph, cashier;



ALVAH CHURCH,
Note Broker and Capitalist, 15 Exchange Street. A resident of Buffalo since 1848. Now in his 81st year.

tal, \$200,000; surplus, \$30,000; undivided profits, \$27,000; individual deposits, \$653,000; bank deposits, \$134,000; loans and discounts, \$787,000.

The Niagara Bank of Buffalo, organized 1891; P. H. Griffin, president; M. M. Drake, vice-president; John A. Kennedy, cashier; has paid up capital, \$100,000; undivided profits, \$28,300; individual

has paid up capital, \$300,000; undivided profits, \$10,000; individual deposits, \$711,000; bank deposits, \$173,000; loans and discounts, \$789,480.

The Union Bank, organized 1891; H. A. Menker, president; Alex. McMaster, vice-president; James Kerr, cashier; has paid up capi-



CITIZENS' BANK OF BUFFALO,
William Street, corner of Sherman.

Joseph Block, President; Irving E. Waters, Cashier. Capital, Surplus and Undivided Profits, \$225,000.

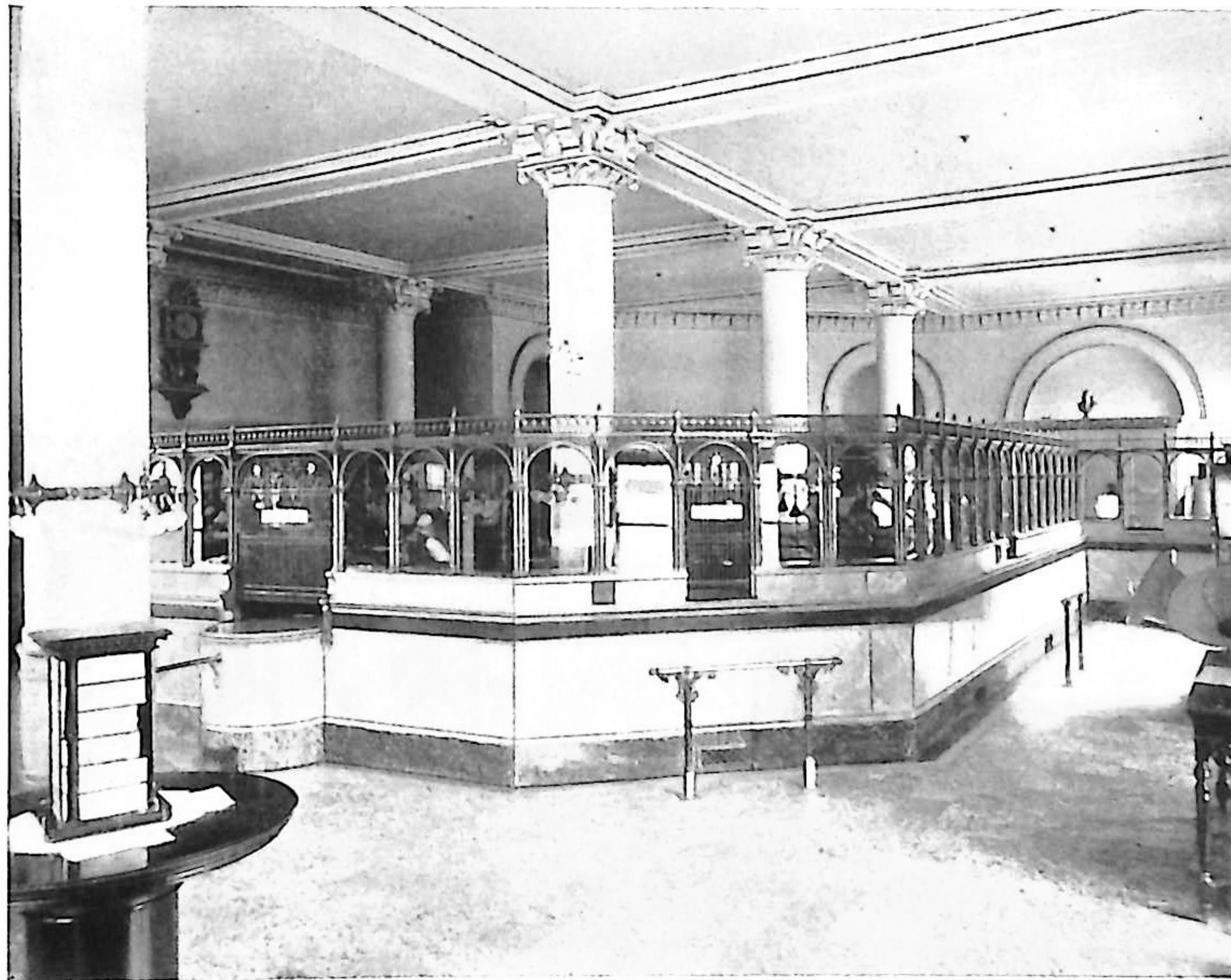


BUILDING OF THE BUFFALO GERMAN INSURANCE CO., Main and Broadway.
Capital, \$200,000. Does business in New York, Connecticut, Maryland, Rhode Island, Maine, Massachusetts, Pennsylvania, District of Columbia, New Jersey, Indiana, Ohio, Michigan, Minnesota, Illinois, Iowa, Nebraska, Wisconsin, Missouri, Kentucky.

deposits, \$380,000; bank deposits, \$335,000; loans and discounts, \$595,000.

The Third National Bank, organized 1865; Chas. A. Sweet, president; Loran L. Lewis, vice-president; N. Rochester, cashier; has paid up capital, \$500,000; surplus, \$340,000; undivided profits, \$26,000; deposits, \$1,500,000; loans and discounts, \$1,700,000.

The Columbia National Bank, organized 1892, Josiah Jewett, president; Henry C. Howard, vice-president; Clifford Hubbell, cashier; has paid up capital, \$200,000; surplus, \$11,000; undivided profits, \$10,000; individual deposits, \$500,000; bank deposits, \$400,000; loans and discounts, \$500,000.



INTERIOR ERIE COUNTY SAVINGS BANK.

Established 1854. David R. Morse, President; R. S. Donaldson, Secretary and Treasurer.
Deposits, \$19,102,412; Surplus, \$2,808,137.

Following is the showing made by the trust companies and savings banks of the city at last accounts available:

The Fidelity, Trust & Guaranty Co., organized 1893. George V. Forman, president; Wm. H. Walker, vice-presi-



ERIE COUNTY SAVINGS BANK BUILDING, Main and Niagara Streets.

Built from the Surplus of the Bank at a cost of \$1,000,000.

dent; T. S. McFarland, secretary and treasurer; has paid up capital, \$500,000; surplus, \$120,000; individual deposits, \$4,070,493; loans and discounts, \$1,873,095.

The Buffalo Loan, Trust and Safe Deposit Co., organized 1883. George Urban, Jr., president; James H. Degraff,



JOHN C. BERTRAND,
Manager and Attorney for Underwriters
at Electric City Lloyds. Also of
John C. Bertrand & Co., Real
Estate, 46 Niagara Street.

Edward Bennett, president; J. M. Richmond,
vice-president; J. U. Wayland, secretary; has



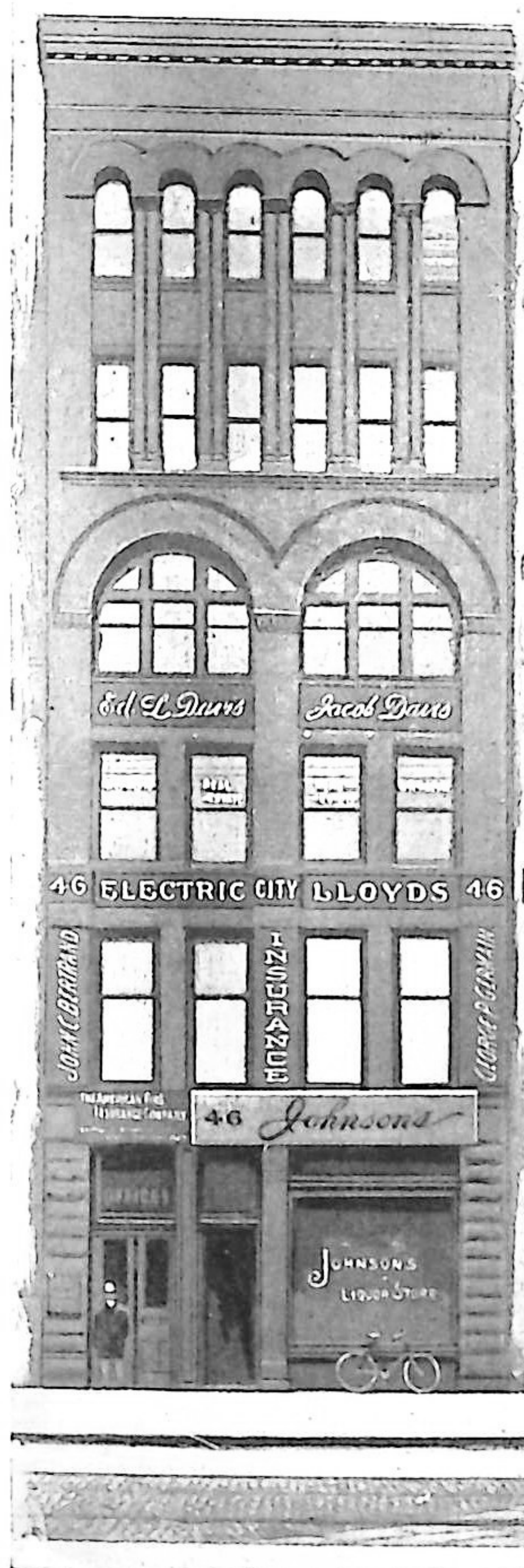
GEORGE P. GERMAIN,
Manager and Attorney for Underwriters
at Electric City Lloyds, 46 Niagara Street.

vice-president; C. E. Clark,
secretary; has paid up capi-
tal, \$200,000; undivided
profits, \$54,000; individ-
ual deposits, \$1,414,000;
bank deposits, \$50,000;
loans and discounts, \$715,-
000.

The Erie County Savings
Bank, organized 1854.
David R. Morse, president;
R. S. Donaldson, secretary
and treasurer; has surplus,
\$2,808,137; individual de-
posits, \$19,102,412.

The Buffalo Savings
Bank, organized 1846.
Edward Bennett, president; J. M. Richmond,
vice-president; J. U. Wayland, secretary; has
surplus, \$1,938,000; indi-
vidual deposits, \$11,348,-
000.

The Western Savings
Bank, organized 1851.
Albert J. Wheeler, presi-
dent; Abram Twichell,
vice-president; F. W. H.
Becker, secretary and
treasurer; has surplus,
\$390,000; individual
deposits, \$3,651,000.



THE DAVIS BUILDING,
46 Niagara Street.

Jacob Davis & Son (Jacob and Edward
L. Davis), Investments, Rooms 9,
10 and 11, this building.

The Empire State Sav-
ings Bank, organized
1868; Andrew Langdon,
president; G. A. Stringer,
vice-president; G. W.
Townsend, secretary and
treasurer; has surplus,
\$25,610; individual de-
posits, \$604,000.

The officials of the Buf-
falo Clearing House are
P. P. Pratt, president; F.
L. Danforth, vice-presi-
dent; J. C. Dann, manager.

The banks in Tonawanda are the First
National Bank, 1893; Geo. F. Rand,



JACOB DAVIS,
Chairman Board of Fire Commissioners
of Buffalo.



RESIDENCE OF JACOB DAVIS, 1320 Main Street.



ROBERT KEATING,

Of Moore & Keating, General Insurance, 72 Pearl Street. Trustee Buffalo Savings Bank, Buffalo General Hospital, Delaware Avenue M. E. Church; Director Third National Bank; Member of Council University of Buffalo; Secretary Standard Savings & Loan Association.



IEROME S. MOORE,

Of Moore & Keating, General Insurance, 72 Pearl Street. Director of Music of the Delaware Avenue Baptist Church.

president; John L. Nice, vice-president; H. P. Smith, cashier; capital, \$100,000; surplus, \$35,000; undivided profits, \$4,000; deposits, \$300,000; loans and discounts, \$300,000.

German-American Bank, 1888; Martin Riester, president; John E. Oelkers, vice-president; E. G. Riester, cashier; capital, \$200,000; surplus, \$40,000; undivided profits, \$57,830; deposits, \$500,000; loans and discounts, \$785,000.

The business of the American Exchange Bank of Buffalo, now liquidating, has been turned over to the Manufacturers' and Traders' Bank.

The stocks and bonds of about 40 local corporations, street railroad, gas, manufacturing, etc., are quoted in the market



RESIDENCE OF EDMUND HAYES (Capitalist), North Street.



OFFICE OF MOORE & KEATING, General Insurance, 72 Pearl Street.

Representing: Home of N. Y.; Manchester Fire of England; New York Underwriters' Agency; Commonwealth of N. Y.; Delaware of Philadelphia; Reading of Reading, Pa.; Farmers' Fire of York, Pa.; German-American of Baltimore; German Fire of Pittsburg; Buffalo German of Buffalo.

reports here, and the business done supports a small body of brokers who are organized after the usual pattern of stock exchanges.

INSURANCE BUSINESS.

There are 182 firms and individuals in the insurance business at Buffalo, representing 232 companies, fire and



BUFFALO OFFICES OF JOHNSON & HIGGINS, 140 Pearl Street, Guaranty Building.
Average Adjusters and Insurance Brokers, with offices in New York City, Boston, Philadelphia, Baltimore, New Orleans, St. Louis, Chicago and San Francisco. F. P. Gordon, Attorney at Buffalo.

marine, life, accident, steam, plate glass, boiler, fidelity, casualty, live stock, etc. The business here supports about a dozen solid general agencies in the fire and gen-



THE LATE FAYETTE A. COOK,
Founder of Cook's General Insurance Agency,
61 Pearl Street. C. F. Cook, Agent.

Harmonia Mutual, and Queen City Mutual. The latest reports available give the following facts concerning them :

Buffalo German Fire Insurance Co., Philip Becker, president; O. J.



JAMES A. CAMPBELL,
Of Campbell & Kellner, General Insurance,
Real Estate and European Passage
Agents, 11 Niagara Street.

eral insurance business. The fire business done amounts to about \$1,-500,000 a year.

There are seven local fire companies, the Buffalo Commercial, the Erie, Buffalo German, Union, Buffalo Mutual,



JOHN S. KELLNER,
Of Campbell & Kellner, General Insurance,
Real Estate and European Passage
Agents, 11 Niagara Street.

Eggert, secretary; organized 1867; cash capital, \$200,000; deposited with State Insurance Department, \$200,000; net surplus, \$1,301,650;



CHARLES M. CLARKE,
Of Clarke & Groves, General Insurance
Agents, 24 West Seneca Street.



FREDERICK W. GROVES,
Of Clarke & Groves, General Insurance
Agents, 24 West Seneca Street.

assets, \$1,870,280; total of insurance in force about \$65,000,000; annual premium receipts, \$450,000; real estate (the company's building, shown in an engraving of this matter, page 52), \$300,000.

The Union Fire Insurance Company of Buffalo, Geo. Sandrock, president; Alex. Martin, secretary; organized 1874; capital, \$100,000; assets 1896, \$206,000; insurance in force, \$4,302,161; annual premium receipts, \$26,893.



F. L. A. CADY,
Of Cady & Perkins, General Insurance
Agents, 64 Pearl Street, corner of Seneca.

Buffalo Commercial Insurance Co., Philip Becker, president; Geo. F. Hofheins, secretary; organized 1896; capital, \$200,000; surplus, \$46,857; annual income, \$66,473; assets, \$287,256; insurance in force, \$5,624,884.

The Erie Fire Insurance Co., Mathias Rohr, president; Jos. M. Kertz, secretary; organized 1874; cash capital, \$200,000; assets, 1897, \$574,373.77; insurance in force, \$10,030,560; premium receipts, \$43,000.

Harmonia Mutual Fire Insurance Co., Chas. G. Pankow, president; John G. Klein, secretary; organized 1877; incorporated 1892; assets, \$68,313; insurance in force, \$5,271,284; premium receipts, \$9,369.

Buffalo Mutual Insurance Co., August Beck, president; C. Hagen, secretary;



THOS. G. PERKINS,
Of Cady & Perkins, General Insurance Agents,
64 Pearl Street, corner of Seneca.



OFFICES OF AIRD & OSBORNE, 39, 40 and 41 Erie County Savings Bank Building. [57]
Managers for Western New York of the Equitable Life Assurance Society of the United States.

organized 1896; assets, \$114,272; net surplus, \$95,000; reserve, \$16,000; total surplus, \$110,345.

Queen City Mutual Fire Insurance Co., Christ. Rebmann, president; D. C. Eisbein, secretary; organized 1895; assets, \$150,000.

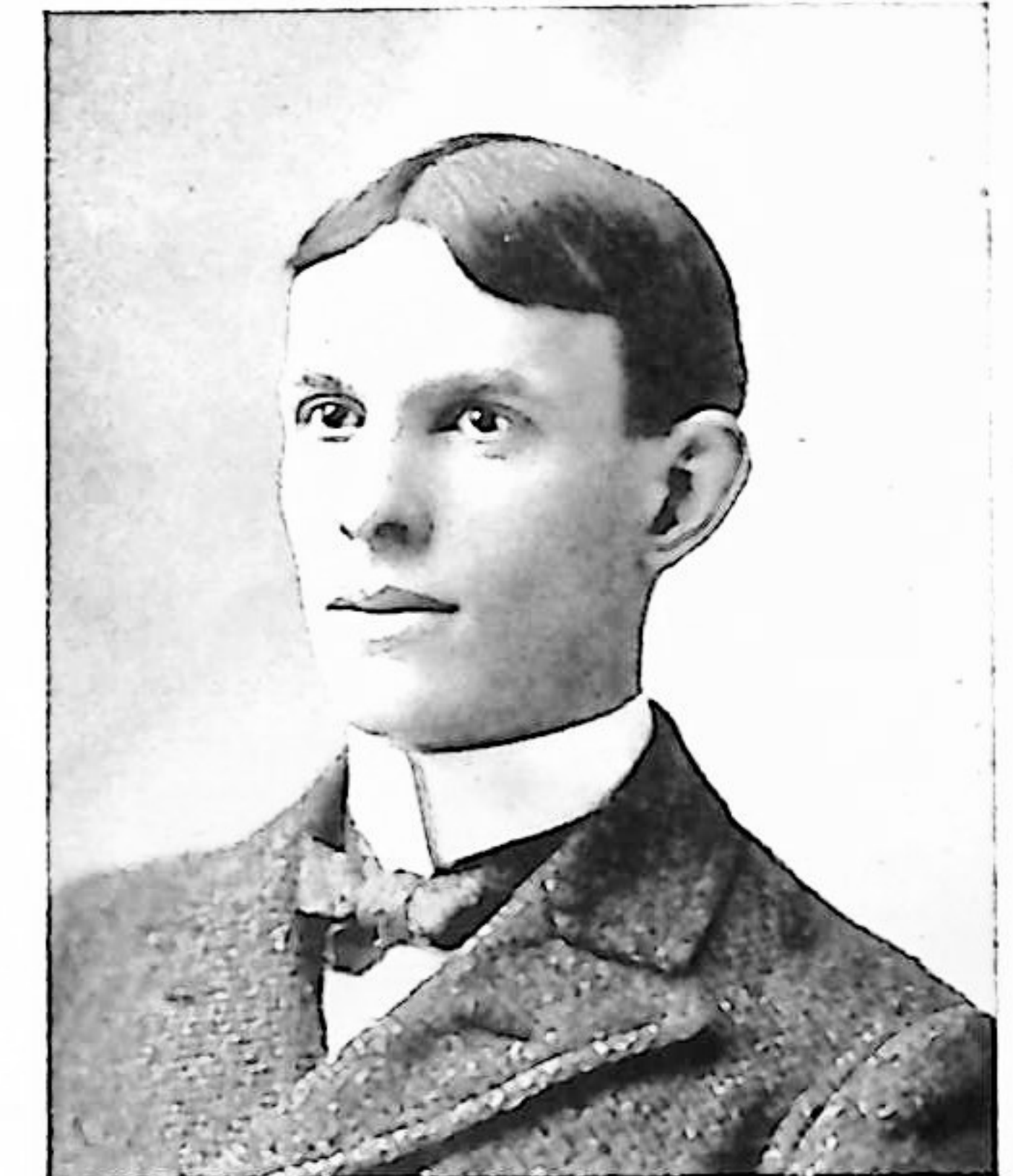
The Fire Underwriters of the city are organized with rooms in the Dun Building and the following officers: W. G. Sandrock, president; W. M. Bloomer, vice-president; Henry Mooney, secretary; Edw. A. Hall, treasurer.

In the life business there are 15 general agencies, with headquarters in Buffalo. Their territory consists of various counties in the western part of the State. These general agencies have been established mostly within the last four or five years, owing to the



EDWARD A. HALL,

Of Edward A. Hall & Co., General Insurance Agents, Guaranty Building.



N. P. HALL,

Of Edward A. Hall & Co., General Insurance Agents, Guaranty Building.



OFFICES OF EDWARD A. HALL & CO., General Insurance Agents, Guaranty Building.



OFFICE OF EDWARD C. ROTH & CO., General Insurance Agents, 22 West Seneca Street.



OFFICE OF NEVINS & NEWHALL, General Insurance Agents, 2 Board of Trade Building.

lections, \$1,084,049; Pension Office payments, \$6,466,470; Custom House business, \$8,135,420, making \$26,724,000 and upward in all; and to this large sum may be added at present the disbursements on account of the State's enlargement of the Erie Canal, the break-water construction by the general government (\$2,200,000), and the building of the new Post-office, which, as we have seen, is a \$1,500,000 job (not including ground), bringing the grand aggregate this year up to \$31,724,000.

[59]

increase in business in the western part of the State. In 1896 about \$7,000,000 of life business was written here.

GOVERNMENTAL BUSINESS.

GOVERNMENT business here disburses annually a very large sum, the principal items of which are city disbursements, \$6,000,000; State and County, \$2,500,000; Post-office, \$2,537,000; Internal Revenue col-



WILLIAM DANIEL KOELSCH,
Real Estate Owner and Fire Insurance Agent, 22 West Seneca Street.



THE "ELIZABETH," THE "BALLAUFF" AND "KOELSCH" FLATS, Corner of Chenango Street and Massachusetts Avenue.

Built 1894, 1895 and 1896. Owned by Wm. D. Koelsch of Buffalo, N. Y.

The Custom House business shows the foreign trade of the city as chiefly imports from and exports to Canada. The total imports in 1896 were \$3,305,913 in value, and nearly \$3,000,000 of this came from Quebec and Ontario provinces, over the border. The same year, out of a total of less than \$5,000,000 of exports nearly \$4,750,000 went to Canada.



REAL ESTATE EXCHANGE, Pearl Street.
Built 1895-96, by Henry Schaefer, Contractor, of Buffalo. It cost (ground included) \$725,000.

The largest items of import last year were logs and lumber to the amount of \$804,027, which, however, came in free of duty; fresh fish, \$304,864 (free also); hides and skins, \$153,247 (also free); sheep (dutiable), \$136,819. Coal figured largely in the exports from here.

The Internal Revenue collections of 1896 in Buffalo alone were \$1,084,049. Liquors manufactured, chiefly beer, paid \$887,530 of this; cigars and tobacco, \$84,890; special taxes, i. e., dealers'



THE D. S. MORGAN BUILDING, Niagara and Pearl Streets.
Built for D. S. Morgan & Co., a corporation founded by D. S. Morgan of Brockport, N. Y. Architects, Holabird & Roche, Chicago, and Green & Wicks, Buffalo; Contractors, the Geo. A. Fuller Co., Chicago. Steel frame; fire-proof; 221 feet to observatory tower.



S. S. KINGSLEY,
President Buffalo Real Estate Exchange.

licenses, \$111,626. The sum total showed an increase of 15 per cent. for the year, presumably representing that much growth of the manufactures which pay the tax.

The business of the Post-office, both mail matter and money order, during 1896, was a substantial advance over the preceding year. The receipts from stamp sales, etc., rose from \$660,000 to \$709,000, and the money order business from \$1,362,000 to \$1,828,000. There were 70,606,000 pieces of mail handled by the office. The rise and standing of the city is evinced in the fact that Buffalo now ranks eleventh



G. W. MITCHELL,
Secretary Buffalo Real Estate Exchange.



OFFICES OF S. S. KINGSLEY, Real Estate and Insurance, 49 Niagara Street.
Mr. Kingsley is one of the most prominent real estate operators in Western New York. His specialty is high class business, residence and investment properties, and Niagara Falls lands.



OFFICES OF G. W. MITCHELL, Real Estate Dealer, 311 Real Estate Exchange.
Mr. Mitchell handles Buffalo property, vacant and improved, and Tonawanda acreage.

in the postal business among its sisters—
ahead of Cleveland, Detroit, Milwaukee, Minne-
apolis, St. Paul, Louisville and New Orleans.
The Post-office here is a depository for the
money order funds of a number of smaller offices
of this vicinity. It has 334 employees, under
H. H. Baker, commissioned as Postmaster
for the four years, July 1, 1894, to July 1,
1898.

The new \$2,000,000 Post-office building for
Buffalo, now under way, is shown in an engrav-
ing of the opening chapter of this work.



FREDERICK B. ROBINS,
Stocks, Bonds and Real Estate, 52 and 53
Erie County Bank Building.

continued, and still goes on, not-
withstanding the dullness prevailing
outside.

Prices of property have risen here
considerably in the last ten years;
but are not above the level of other
cities of like numbers and of similar
volume of business. In Buffalo lots
are usually 125 feet deep. Business
property in the wholesale quarter
ranges from \$500 to \$1,500 a
front foot, the latter being the



GENERAL OFFICE OF FREDERICK B. ROBINS, Stocks, Bonds and Real Estate,
52 and 53 Erie County Bank Building.

REAL ESTATE.

With the growth
of the city in recent
times the real es-
tate and building
trades have been
greatly stimulated.
Property values
have enhanced,
downtown prop-
erty has been
improved with
buildings of costly
architecture, and
there has been a
vast amount of
suburban develop-
ment; and this has



THE "BUCKINGHAM," Southeast Corner of Mariner
and Allen Streets.

One of Buffalo's most modern and fashionable apartment houses. Erected
and owned by Frederick B. Robins, 52 and 53 Erie County Bank Building.



JOHN J. YOUNG,

Real Estate Dealer, 1000 Ellicott Square Building. Specialty — Residence Property in the Elmwood and Parkside Districts.

highest figure so far paid.

On Main Street, in the choicest retail quarter, as much as \$4,000 to \$5,500 a front foot might be demanded, and this price graduates away as you go north or south from this favored center. Business property on side



D. B. SWEET,

Real Estate and Insurance, Third National Bank Building.

Side, where gas, water, sewers and asphalt pavements are provided, say \$20 to \$50 per front foot.

Manufacturing sites, with railroad and shipping facilities adjacent, go for \$45 to \$100 a front foot.

The city grows generally in all directions except



GEO. W. READ,

Real Estate Agent, 30 City Bank Building. Established 1885. Specialty — Acreage and Real Estate Investments.

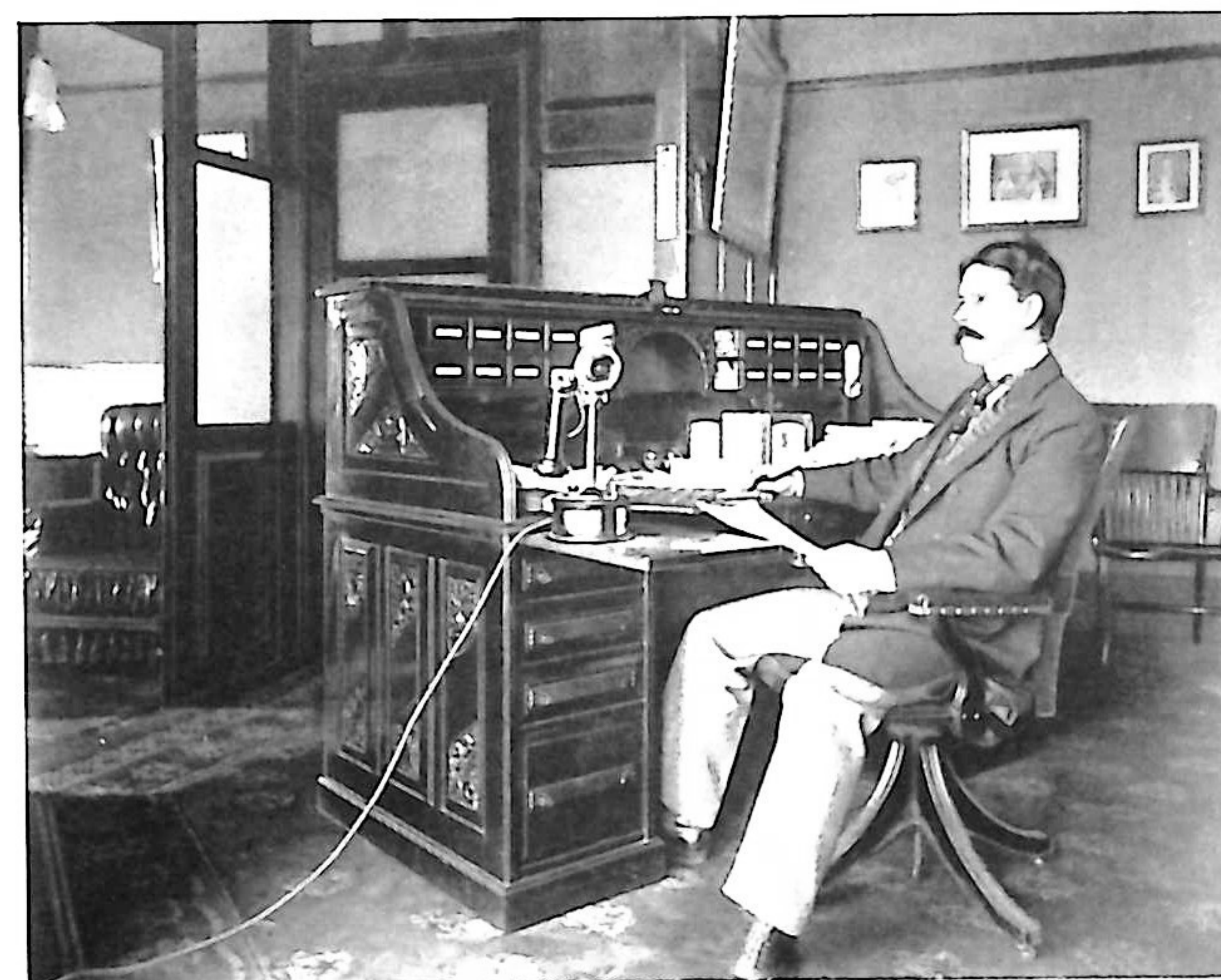


THE "MARLBOROUGH," Southwest Corner of Mariner and Allen Streets.

Erected and owned by Frederick B. Robins, 52 and 53 Erie County Bank Building.

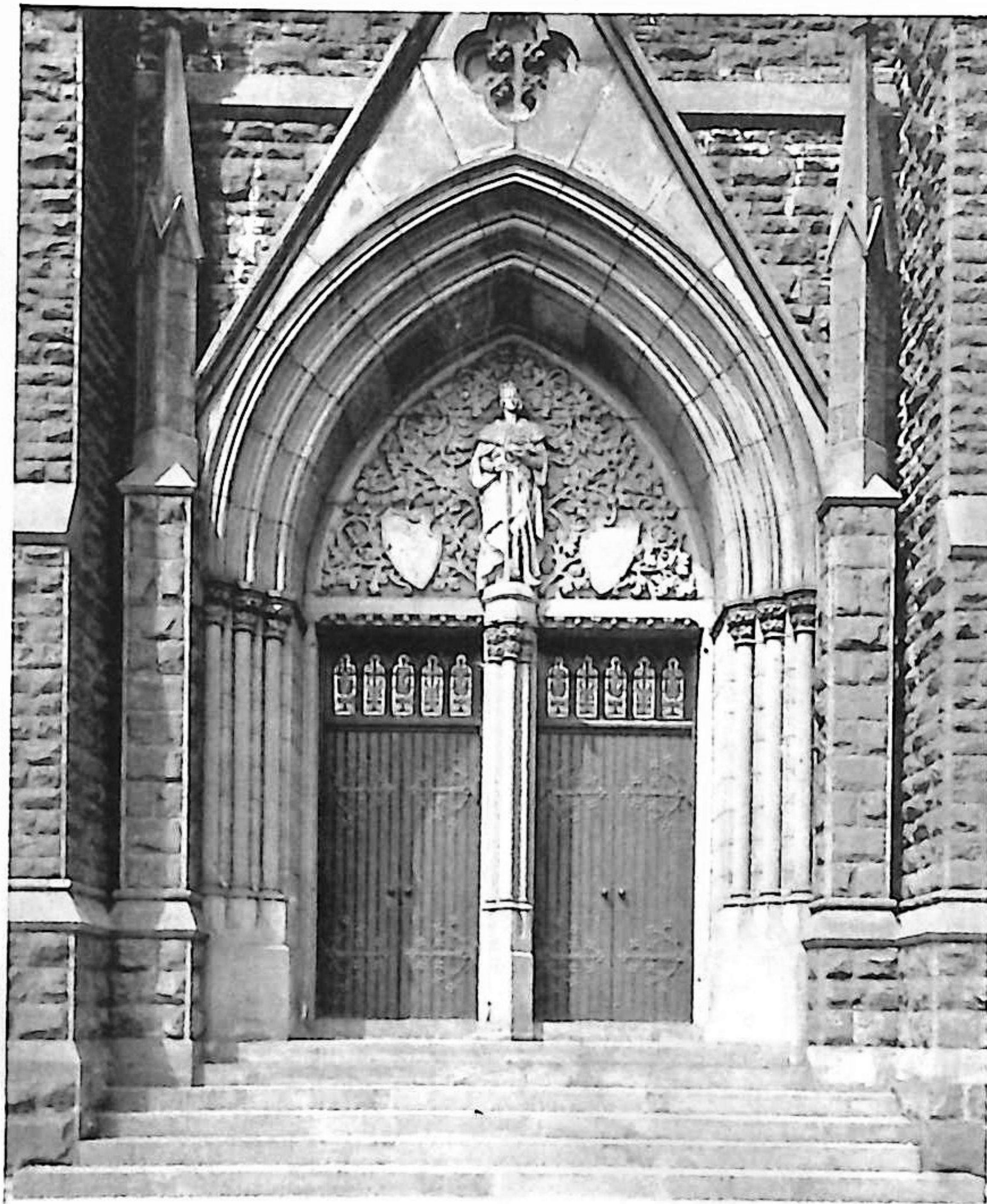
streets is much in favor for small retail business, a use which makes it, necessarily, relatively reasonable.

The finest residence property on such streets as Delaware Avenue, North and Summer streets, fetches \$175 to \$300 a foot; in the choicer suburban residence districts, like Central Park, Parkside, etc., where all city improvements are provided, prices range from \$35 to \$80 a front foot; and on ordinary residence streets, like those of the upper East Side and lower West



PRIVATE OFFICE OF FREDERICK B. ROBINS, 52 and 53 Erie County Bank Building.

to the west, where the water-line of the lake and Niagara River bounds it. The business quarter grows north and east. Already business begins to encroach on lower Delaware Avenue, and the march of the retail districts up Main Street to the north goes on apace. North is the



STATUE OF ST. LOUIS, Portal of St. Louis Church.

direction taken also by the residence quarter in its growth. The finest newer suburbs are at the extreme north and northeast of the town.

The prices quoted are considered by the dealers here generally justified by the circumstances, viz.: the exceptionally rapid growth and improvement of the city, its position in the lake trade, manufactures, etc., its

low taxes and insurance, cheap water and gas, fine streets, healthful climate, and other attractions and promise in a material way.

The taxes (page 23) are moderate in amount, and are really low considering the official valuations, which are scarcely more than half the real value of the property assessed.

Its attractions for residence have already been touched upon; its business advantages are the



FRANCIS L. HOFF,
Real Estate Agent and Dealer, 1002 Real Estate Exchange.





JOHN J. FINCK,
Real Estate and Insurance, 448 Main
Street. Established 1880. Negotiat-
ing Loans a specialty.

text of this work
as a whole. Suf-
fice it to say that
it has its parks,
waterworks and
other improve-
ments pretty
well made; that
its harbor is be-
ing improved,
its position
strengthened in
the race with



FERDINAND J. BOMMER,
Examiner of Titles, Erie County.

rival cities by
the wonderful
developments
made at the
Falls, and that
its station on so
many railroads
practically cen-
ters it as to all
the great cities of
the northeastern
district of the
country.



DUANE E. BELDEN,
Real Estate, 53 and 54 White Building.
Specialty — Subdividing acreage into
building lots at Kenmore and
Niagara Falls.

Rents vary
greatly, of
course, as everywhere else, depending upon
the location, conveniences, etc., furnished.
On the whole it may be said that they are
medium for the better
class of property and low
for the inferior, residences
being especially reason-
able. A three or four-
story place suitable for
wholesale or factory busi-
ness, brings \$1,500 to
\$6,000 a year according
to the location and facili-
ties. A retail place on a
main street of the better
class pays \$5,000 to



DAVID SHEPHERD, Offices 1826 Niagara Street, and 25 City Bank, Buffalo, N. Y.
Real Estate bought and sold on commission. Life, Fire and Accident Insurance placed. Loans
negotiated. Rents collected. Special attention given to the property of non-residents.



FRANK L. DANFORTH,
308 Real Estate Exchange. Specialty —
High-class improved and vacant real
estate. Money to loan in large
or small amounts at low rates
of interest.



THE LATE H. G. WATERS,
Of H. G. Waters & Son, Real Estate
and Insurance, 304
Seneca Street.



H. D. WATERS,
Real Estate and Insurance Agent, Notary
Public and Commissioner of Deeds,
304 Seneca Street.

\$8,000, the larger places being naturally the most expensive. One department house here is said to pay \$60,000 a year for its quarters, but this is exceptional. Offices in the new and modern buildings of the city fetch \$250 to \$600 a year. This includes every convenience.

Residences rent for the following: Four rooms, \$15.00 to \$25.00; six rooms, \$25.00; eight or ten rooms, \$35.00 to \$75.00 a month. The flat system is



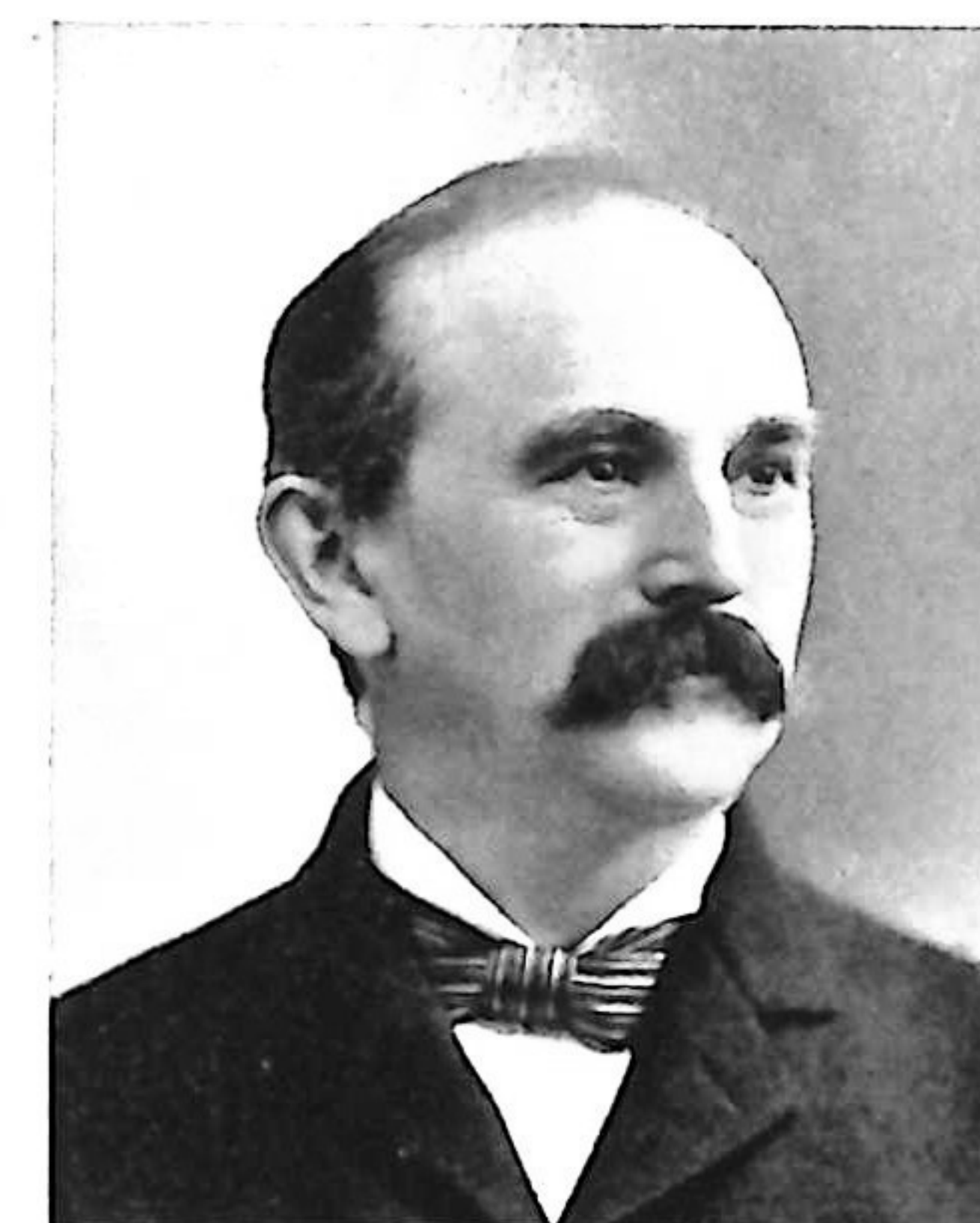
W. H. BARNHART,
Real Estate Agent, 104 White Building.
Specialty—the sale of acreage property in the City of Buffalo.

very much favored, and some very fine large ones have lately been put up. One of these, the Lenox, on North Street, is said to be the finest example of the Venetian-Gothic type of architecture in the land. The cost of building is said to be lower here than in other cities. Both labor and materials are cheaper. The commoner class of residences, and many pretty fair ones also, are of wood. There are a number of building and loan societies here, and their influence has been to upbuild the outskirts with residences of a moderate price. In the heart of the city, however, some very costly homes have been raised; indeed, the boom times here show in the vast improvement there has been in the city's architecture generally.

Titles are unusually secure. Mortgage rates are 5 and 6 per cent. Loans are



RESIDENCE OF H. D. WATERS, 540 Massachusetts Avenue.



S. W. WARREN,
Broker in Real Estate, Investment Securities, Loans and Life Insurance. Secretary and Treasurer The Woodside Land Co., and Buffalo & Grand Island Ferry Co., 63 Erie County Bank Building.



GEORGE A. BELL,
Real Estate Dealer and Agent, 901 Real Estate Exchange. Mr. Bell gives attention to Buffalo, Niagara Falls and Tonawanda acreage, and makes a specialty of business property.

The largest owners of urban lands are the Williams, Howard, Michael, Green and Dr. White estates, C. J. Hamlin, P. P. Pratt and D. C. and B. Rumsey. Suburban

made upon 50 to 60 per cent. of values. Acreage operations range from \$50 to \$150 an acre. Unimproved lands are scarce in this part of the State, and there is not much business done by the city dealers in country lands. Erie County is fair agricultural land, but a little farther east and to the southwest of the city the country is more fruitful than close to the city.

tracts are chiefly owned by Buffalo residents or syndicates.

The rapid transit facilities are now very good, and plans are afoot for laying 77 miles more of street

car track on the East Side in 1897. It is thought also that with the tide of travel flowing through here steadily, another large hotel enterprise must shortly develop. In other particulars the city is well abreast of the times and in many ahead of them.

The local building and loan associations number 53. Their assets aggregate \$3,272,399. Their membership is made up mainly of people of small salaries who want assistance to build their homes. This building is done chiefly in the newer and outlying districts of the city, and the houses built through their agency are mostly of the neat and comfortable small cottage class.

These associations have grown up here most in the last twelve or fourteen years. Before that there was little done in this line here. The three principal concerns are the Erie, Home-



REAL ESTATE OFFICES OF GEORGE A. BELL,
901 Real Estate Exchange.

Real Estate, Mortgages, Loans and Investments.



SURROUNDINGS OF BUFFALO.



FRANK J. BISSING,
Real Estate, 208 Broadway.

stead and Irish-American.

Following are the officers of the Real Estate Exchange of the city: Spencer S. Kingsley, president; Geo. S. Metcalfe, vice-president; John Otto, Jr., treasurer;

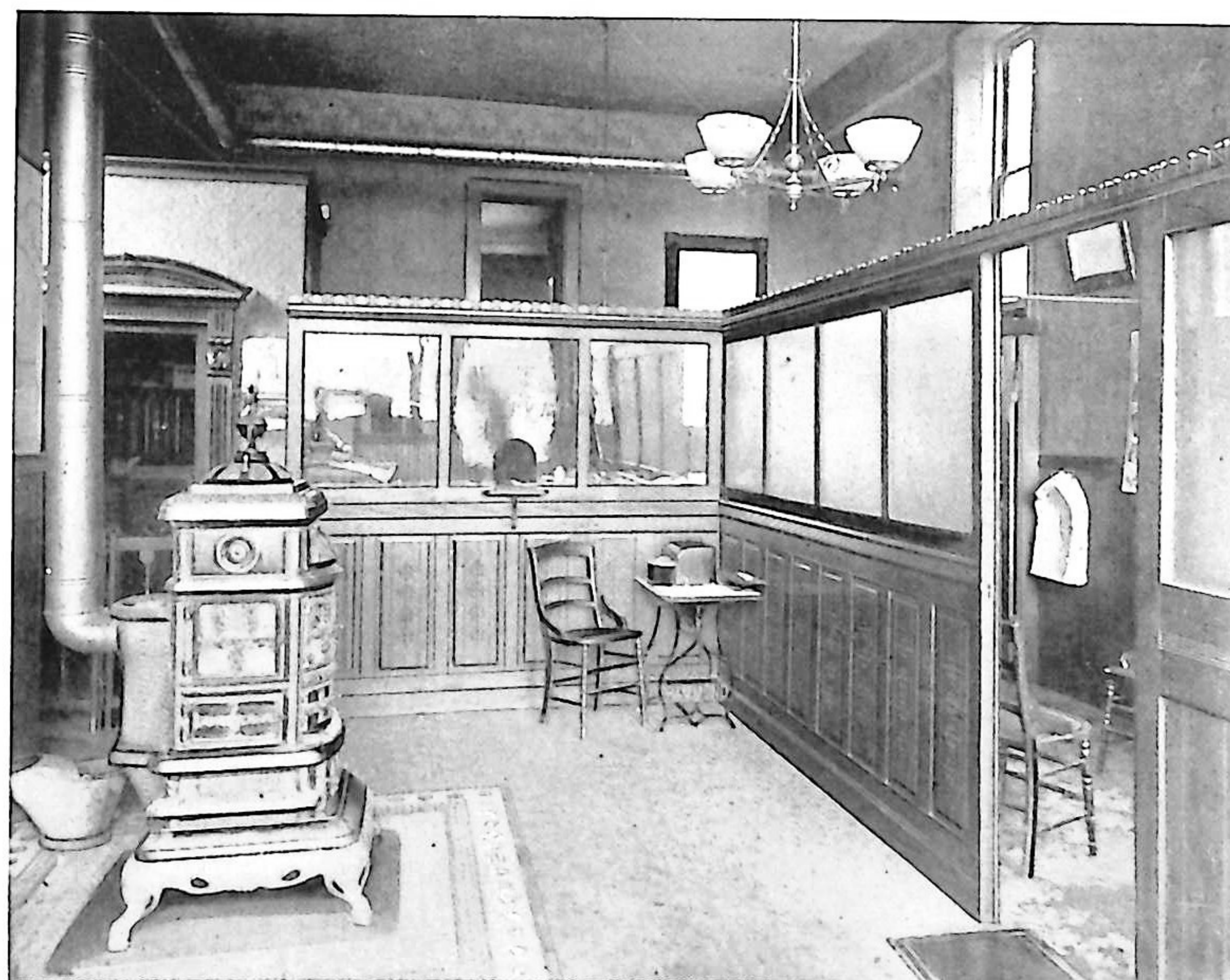


CHAS. W. HENNING,
Real Estate and Insurance, 2356 Seneca Street. Established 1892.

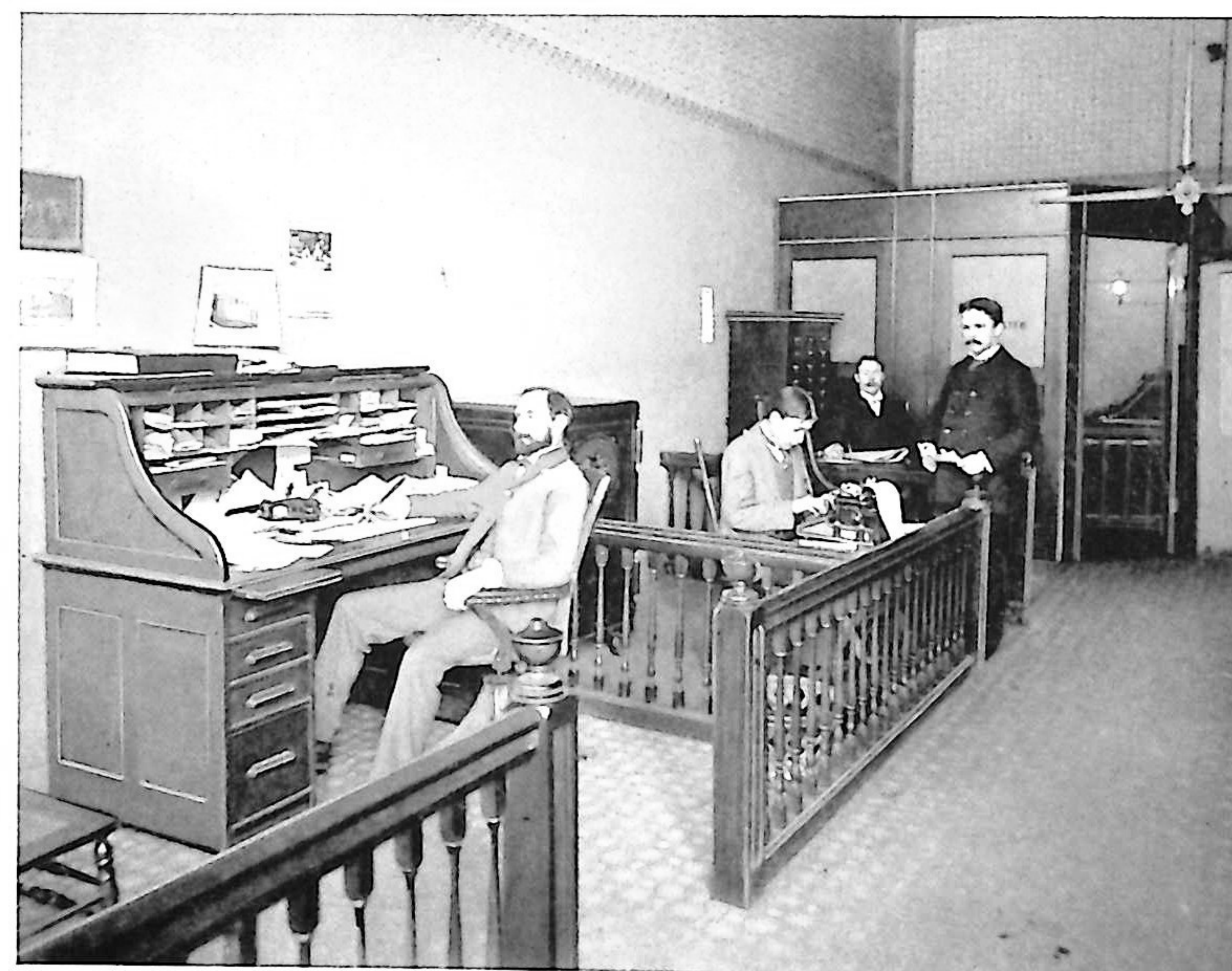
Geo. W. Mitchell, secretary; F. W. Moulton, manager. This Exchange occupies one of the finest office blocks of the city—the handsome office building shown on page 60, notable for its area,



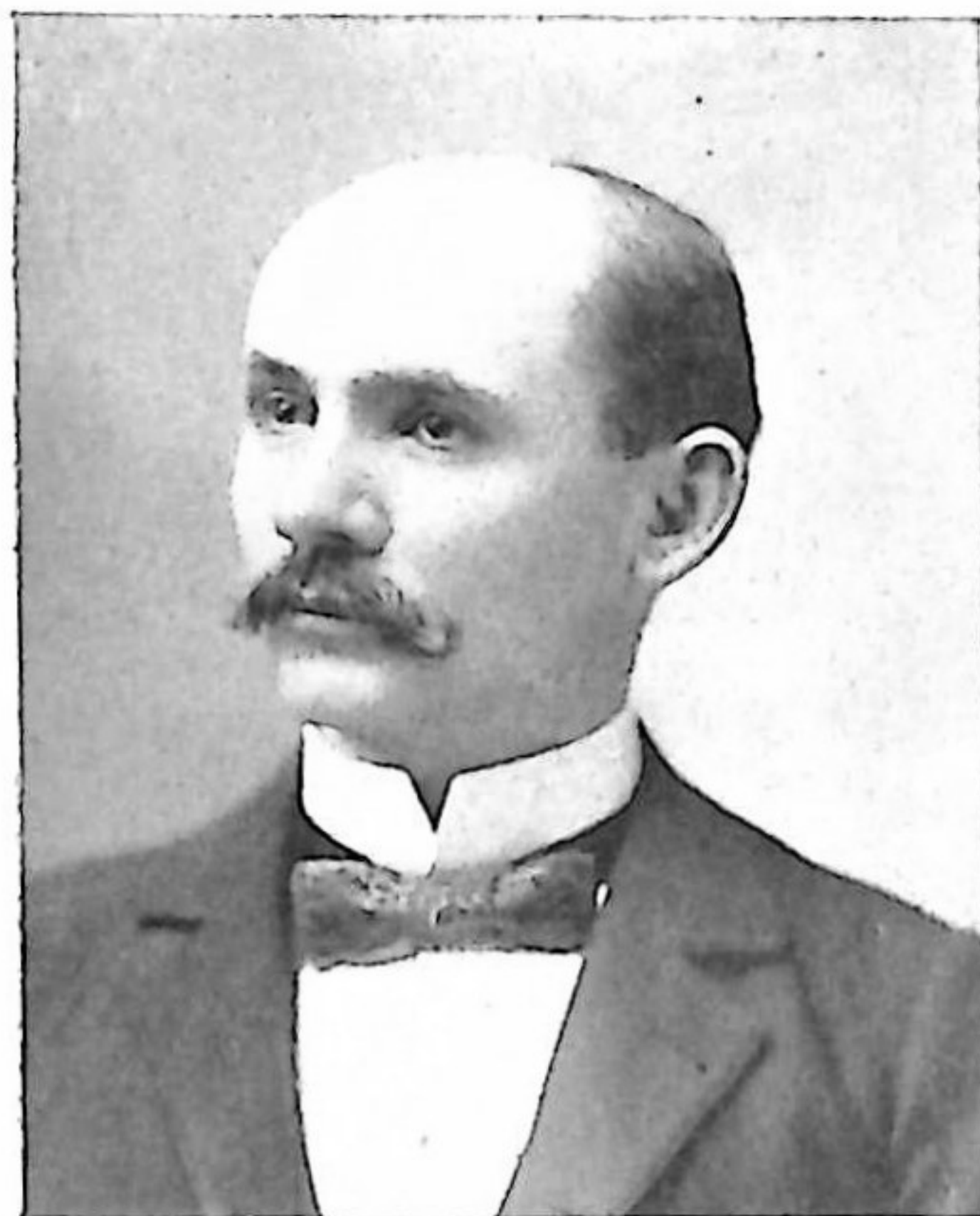
J. L. DONOVAN,
Real Estate Broker, 44 White Building.



OFFICE OF FRANK J. BISSING, Real Estate, 208 Broadway.
Mr. Bissing gives his attention chiefly to City Real Estate and Fire Insurance.



OFFICES OF CHADEAYNE & COLTER, Real Estate Agents, Pearl and Church Streets.
This firm makes a specialty of dwelling and business property.



WM. J. NIEMAN,
Real Estate and Insurance, 488 Main
Street. Business property and private
dwellings a specialty.

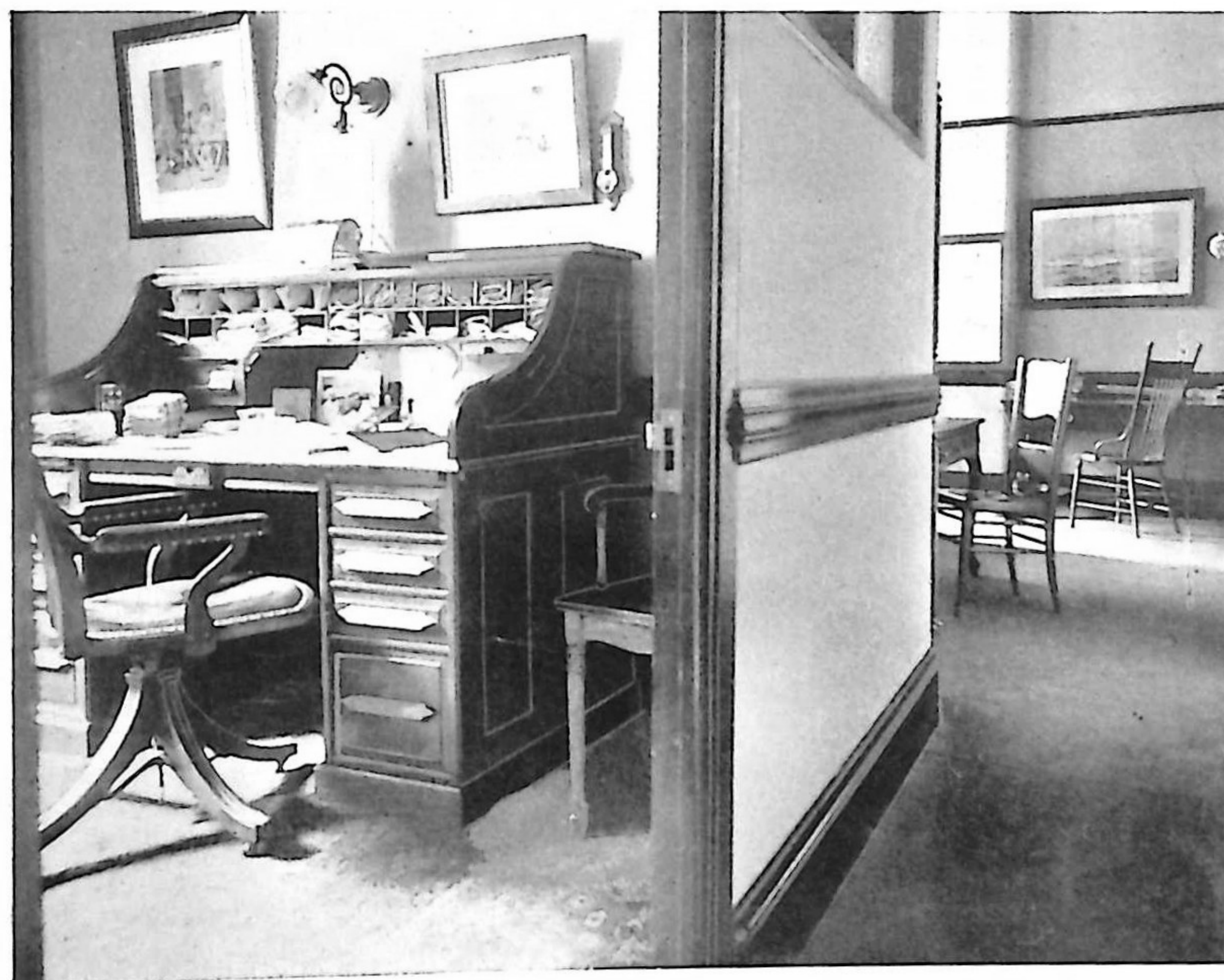
size, height, and the
striking marble port-
ico of its entrance.
It is said, indeed,
to be the largest
and costliest build-
ing devoted to the
business in the world.
Nearly all the lead-
ing real estate men
of the city have
offices in it.



JAMES S. HOLMES,
Real Estate Broker, 718 Real Estate
Exchange.

1894 the estimated cost of buildings erected
was \$5,302,933. It will be seen that the
value of buildings erected in 1896 was
about \$70,000 more than 1894 and \$3,-
000,000 less than in 1895.

The outlook for 1897, from present
appearances, is exceedingly good. There
is now, either under contract, or in such
shape that the work may go ahead during



PRESIDENT'S OFFICE AND GLIMPSE OF MAIN ROOM ERIE COUNTY
GUARANTEED SEARCH CO., Real Estate Exchange, 206 Pearl Street.

L. F. Messer, President; E. L. Koons, Secretary and Treasurer. Organized 1891.
Capital, full paid, \$100,000.

The estimat-
ed cost of build-
ings erected in
Buffalo in 1896
was, in round
numbers, \$6,-
000,000. In
1895 the esti-
mated value of
buildings erect-
ed was \$9,380,-
632. This, how-
ever, included
three large
office buildings,
of which class
there were none
last year. In



OFFICES OF JAMES S. HOLMES, Real Estate and Investment
Broker, 718 Real Estate Exchange.

Mr. Holmes confines his attention to inside properties and makes a
specialty of placing loans.

the ensuing year, Government, State and city jobs in the shape of breakwaters, improvements to the canals, and grade crossings, and Government and State buildings. These combined will cost in the neighborhood of \$5,000,000, and the architects have all more or less in their offices that, by spring, will be in shape to be let to contractors.

Including work now in progress, over \$25,500,000 has been expended for building and public improvements here during the past four years. Over \$10,000,000 is involved in the canal, harbor, city and private building work projected here and



A. J. OISHEI,

Attorney at Law and Real Estate Agent,
364 Main Street.

utes to make building brisk it is difficult to say; but that it adds to what results from the regular growth of the city there can be no doubt. In the establishments rising along upper Main Street to accommodate the spread of the retail quarter, in the magnificent residences of the West Side, the new churches and big and handsome apartment houses, the tendency is toward the best construction and most artistic types. For all the larger build-

public and under way.

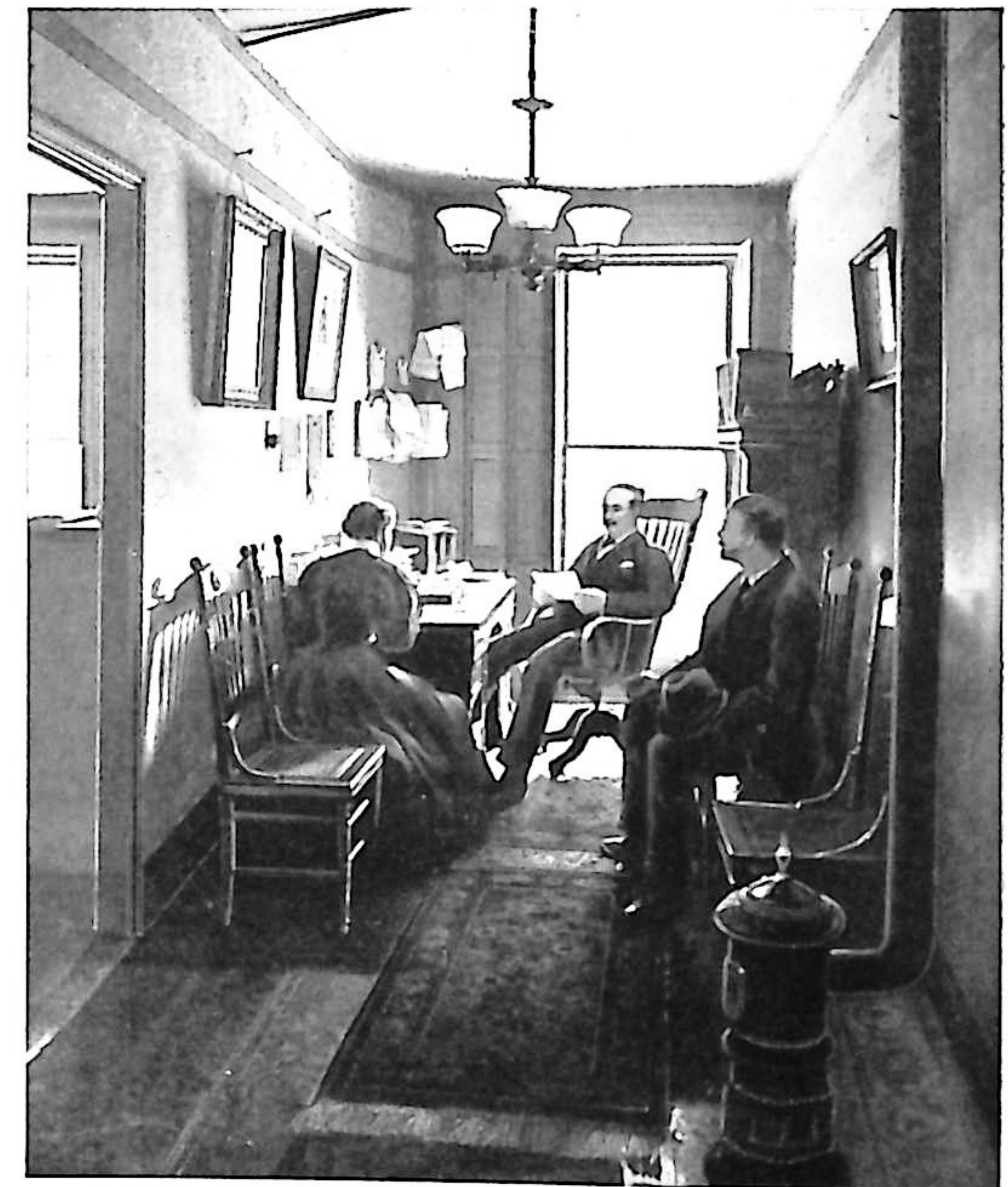
On all sides, as has been said, Buffalo gives evidence of improved taste in, and a more lavish expenditure for, architecture. How much this contrib-

or iron framework is the rule, and stone or original terra cotta designs are very much favored; and while wood is the rule in cheaper districts and the outlying parts, all the best residence work now done is in more enduring materials.

A dozen residences recently built might be cited that have cost upwards of \$50,000; among them the best work

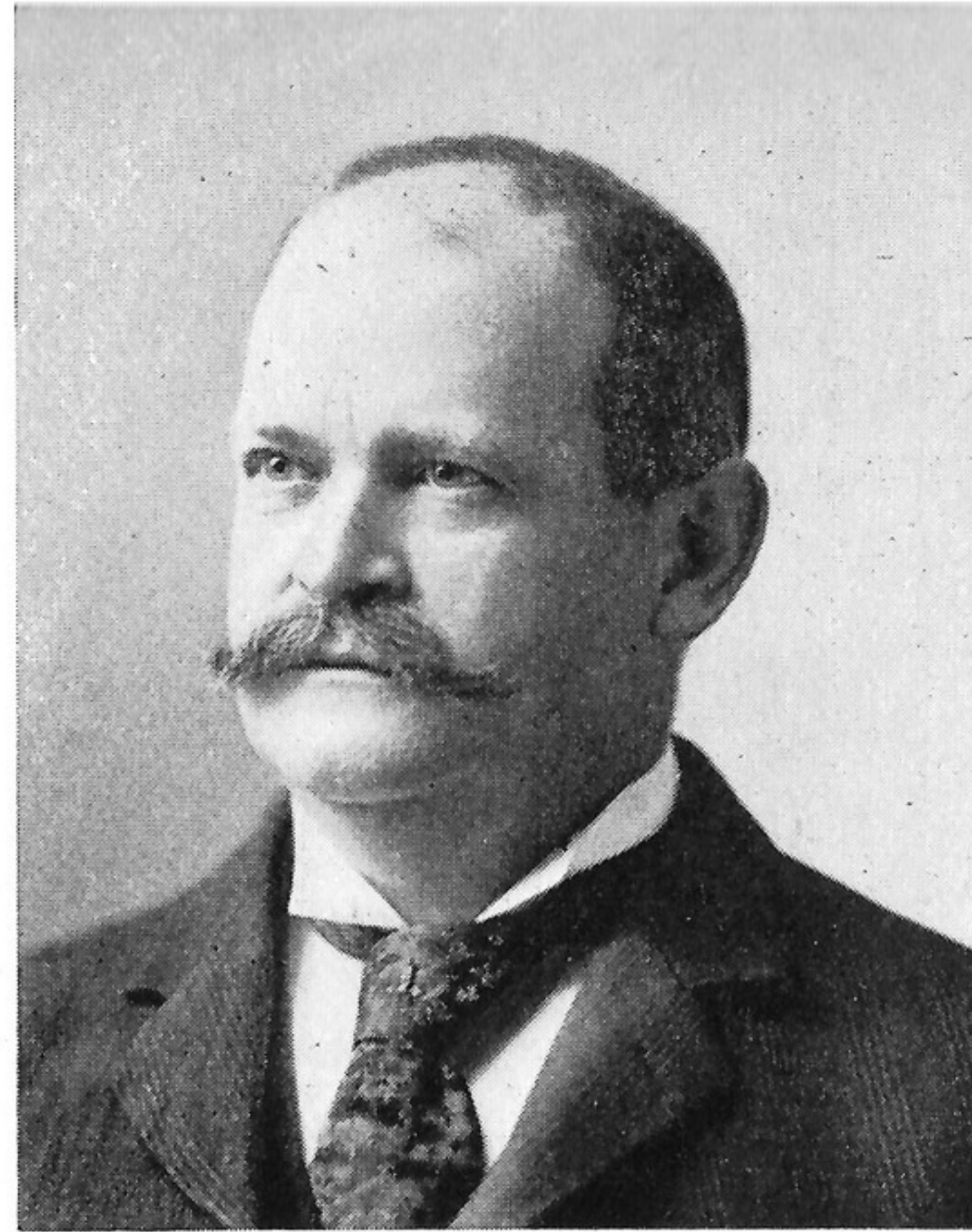


GENERAL OFFICES OF A. J. OISHEI, 364 Main Street.
Real Estate and Attorney at Law.



PRIVATE OFFICE OF A. J. OISHEI, 364 Main Street.
Real Estate and Attorney at Law.

of the leading American architects. The "Lenox," of 50 apartments, to rent for \$420 to \$1,600 per annum (a building to cost \$400,000), is an example of high-class architecture, and the La Salle, Algonquin, Markeen and Buckingham are of similar character. Figures have already been given (Chapter I) showing the cost of some of the new downtown structures. Three new churches, the First Presbyterian, Delaware Avenue



CHAS. P. STEVENSON,
Real Estate Agent and Dealer, 58 Erie
County Bank Building.

in New York, 23 per cent. in New Orleans, and 26 per cent. here.

Supplies are readily and reasonably obtained here. Lumber is brought from various points on the lakes and can be bought as cheaply here as in any large city of the country. In stone, Buffalo has advantages over many places, for there are quarries of fine brown stone at Lockport, and all over that section of the State, where the best kind of building stone is obtained in unlimited quantities. A favorite red sandstone



RESIDENCE OF CHAS. P. STEVENSON,
266 Richmond Avenue.

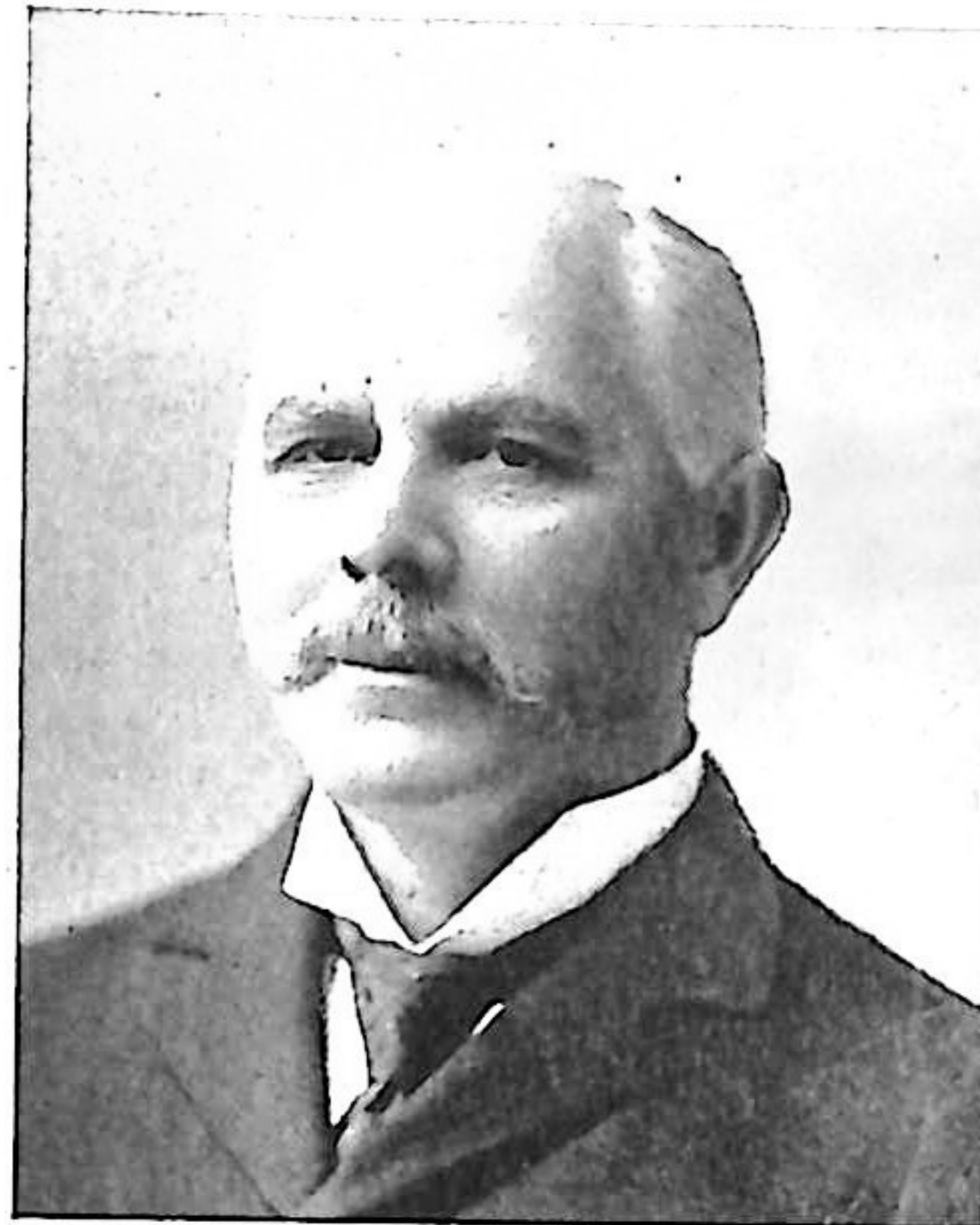
Baptist and Lafayette Presbyterian, were scarcely less costly.

As to the cost of building here, Buffalo occupies a middle ground between Boston, New York, Chicago and Philadelphia, the dearest places, where labor and materials are the highest, and New Orleans, Nashville and Detroit, etc., where they are cheapest. The percentage of labor cost to the whole is reported 37 per cent.



REAL ESTATE OFFICES OF CHAS. P. STEVENSON,
58 Erie County Bank Building.

Mr. Stevenson handles principally vacant lands in the Southern part of the city.



T. J. MAHONEY,
Real Estate and Insurance Agent,
9 Niagara Street.

here is the Medina stone. Lime, brick and clay are all found in this vicinity. The best brick, such as fine pressed and Pompeian, come from the East and Pennsylvania. Common brick can be purchased for five and six dollars a thousand; but the

finer grades come from a distance, and cost from \$15 to \$20 a thousand.



P. E. STANTON,
Real Estate, Loan and Insurance Broker,
76 and 77 Erie County Bank Building.
Investments in acreage, river front
property, manufacturing sites and
choice city business or residence
property a specialty.

There are outfits here, accordingly, sufficient to do all the planing mill work and house finish of all kinds needed.

There are about 20 or 25 architects here doing a first-class business, and probably 60 firms or individuals solidly established as



RUFUS M. CHOATE,
Real Estate Dealer. Office, 1000 Real
Estate Exchange.

The facilities for the transportation of lumber by lake and rail here could hardly be surpassed. Tonawanda, practically a suburb, claims distinction as the greatest lumber center of the world, and Buffalo is a big market itself.



RESIDENCE OF T. J. MAHONEY, Real Estate and Insurance Agent, 769 Seventh Street.



RESIDENCE OF RUFUS M. CHOATE, Real Estate Dealer, 1475 Abbott Road, the Parkway and Cazenovia Park.



BUILDERS' EXCHANGE, Court and Pearl Streets.

contractors, with perhaps a couple of hundred engaged in the trade. The architects maintain here a chapter of the American Institute.

The building work in prospect here includes, among other large jobs, the erection of three new grain elevators, one of them of

mammoth proportions, the construction of two new theaters and reconstruction of Music Hall for another; the new State Armory, St. John's Catholic Protectory, a fine new building for the Buffalo Savings Bank; a new safe deposit and a new public market and Convention Hall, proposed for the city; and of mooted schemes, building and developmental, like the Niagara Frontier Exposition, the number is simply legion.

The Builders' Association Exchange of Buffalo is a body of large membership, organized in 1888, and oc-



RESIDENCE OF F. C. LAING, Real Estate Agent and Dealer, 306 Lexington Avenue.



WILLIAM M. FARNHAM,

Real Estate and Insurance, 414 Real Estate Exchange. Agent for the National Fire Insurance Co., of Hartford, and the Security of New Haven, Conn. Niagara Falls Property a Specialty.

cupying quarters in its own building, the one shown on this page. The officers of this association for 1897, are: Henry Rumrill, Jr., builder, president; Jacob Reimann, builder, vice-president; Frank T. Coppins, master painter, treasurer; J. C. Almendinger, secretary.

TRANSPORTATION—TRAFFIC STATISTICS, RAIL, LAKE AND CANAL.

BUFFALO derives its strength and prestige as a trade center from the combined facilities and business of its lake, rail and canal lines of traffic and communication. As to tonnage, the lake business is most important; as to values, the railroad business; but the canal also cuts a by no means insignificant figure in the grand aggregate of the three.

Buffalo is a great way station between East and

West, or rather, between the north-western section of the country and the northeastern. It has an enormous traffic in transit. Except in the case of the railroads, whose traffic figures are accessible, it is difficult to arrive at the proportion of its own business, as a trade center, which business is but a fraction of what passes, so to speak, through its hands.

The shipping business of the port is chiefly an exchange of grain and staples coming east for general merchandise going west. The railroads centering here are very large carriers of coal. It is this traffic in heavy staples which makes the tonnage of the place so large.



C. P. BARNWELL.

Mason-Contractor, 398 Fourteenth Street.



RESIDENCE OF WM. S. CROSTHWAITE,
187 Linwood Avenue.



THE "LEO" APARTMENT HOUSE, 259 Massachusetts Avenue.

Erected and owned by C. P. Barnwell, Mason-Contractor of
398 Fourteenth Street.



HENRY WALTER,
Of Walter & Gangnagel, Contractors and
Builders, 163 Laurel Street.



JACOB A. GANGNAGEL,
Of Walter & Gangnagel, Contractors and
Builders, 163 Laurel Street. Resi-
dence, 143 Kingsley Street.

The following is a summary of the railroad receipts and shipments of 1896 as shown by the Merchants' Exchange reports. These figures, it is proper to add, embrace only freights actually originating here or consigned to Buffalo parties, and does not include through freights either east or west-bound.

Total receipts, cars of 10,000 pounds or more, 244,172 car loads.

Total forwardings, cars of 10,000 pounds or more, 293,930 car loads.

These were classified, as to principal items, into receipts of 25,365 cars of grain, feed and breadstuffs; 86,536 cars live stock; 27,273 cars of lumber and timber; 11,498 cars of iron and

other ores and steel, rails, etc.; and 65,760 cars of general merchandise. As to principal items forwarded here, the classifications were that year: 81,655 cars of grain, feed and breadstuffs; 69,223 cars of live stock; 18,738 cars of lumber and timber; 38,672 cars of iron and other ores,

pig iron, rails, steel, etc.; and 65,149 cars of general merchandise.

These figures afford a very fair measure and gauge of the rank in trade of the city.

LAKE TRADE, 1896.

The following statement of principal lake receipts and shipments is also condensed, for brevity and conciseness, from the latest available Merchants' Exchange Report:



C. A. RUPP,
Contractor and Builder, 35 Builders'
Exchange.



RESIDENCE OF C. A. RUPP, Contractor and Builder,
47 East Utica Street.



THOS. F. MOORE,
Contractor and Proprietor Moore Mfg. Co.
of Buffalo, N. Y.



JAMES N. BYERS,
Contractor and Builder, 461 Linwood Ave.

First, as to receipts, without distinction as to destination.

Wheat, 54,411,207 bu.; corn, 47,810,010 bu.; oats, 40,107,499 bu.; barley, 16,697,744 bu.; flour, 10,384,184 bbls.

Total grain and flour reduced to grain measure, 215,352,734 bush.

Lumber, 201,277,884 feet; lath (no.), 42,008,600; staves (no.),



RESIDENCE OF JAMES N. BYERS, 461 Linwood Avenue.



W. M. SAVAGE,
General Contractor. President of the Mason-Contractors' Association of Buffalo. Residence, 507 Prospect Avenue.

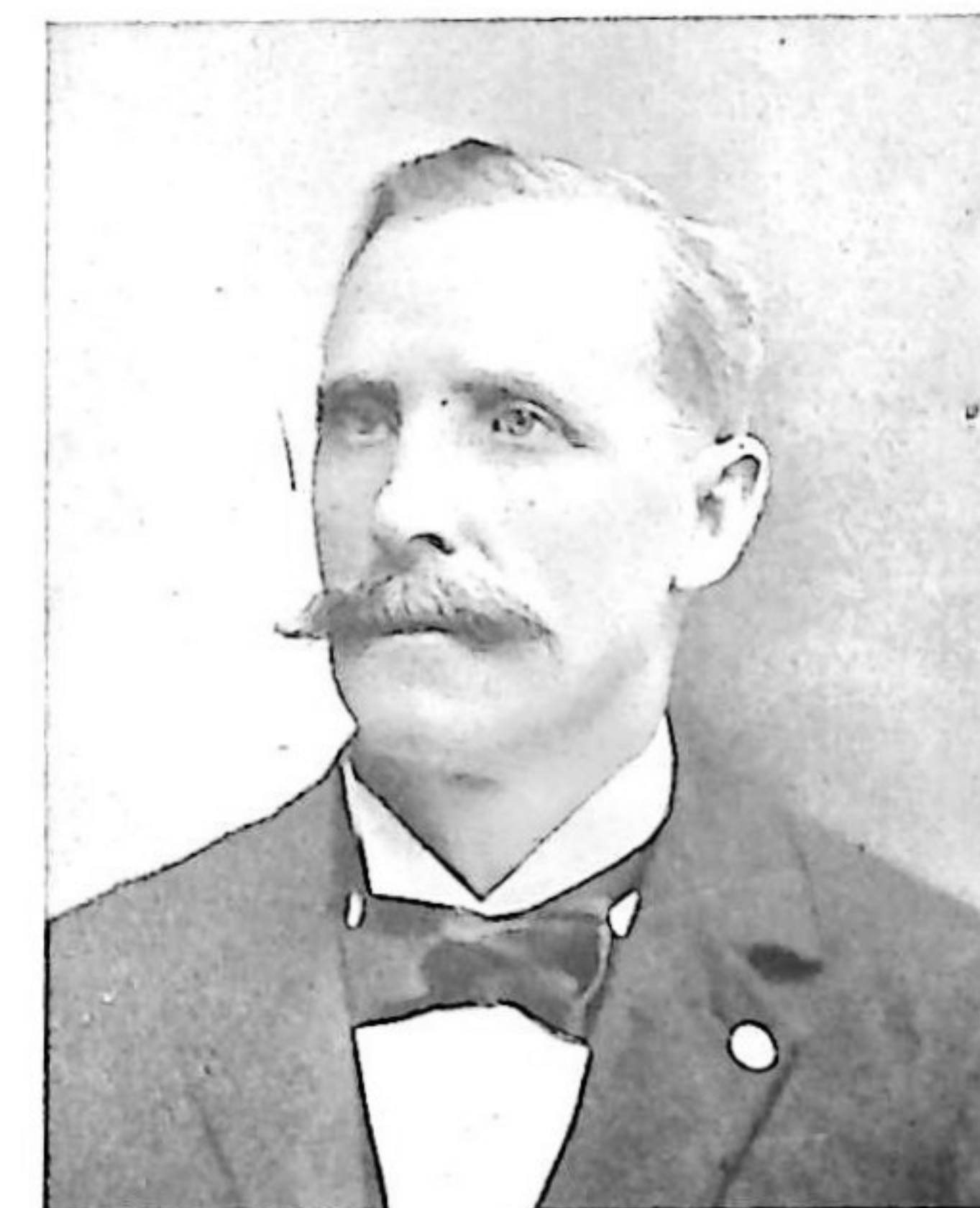
1,947,000; stave bolts, 3,773 cords; shingles (no.), 103,988,200; posts (no.), 29,197; ties (no.), 199,044; timber, 3,000,000 cubic feet.

Ores and metals: Iron ore, 444,073 tons; pig iron, 18,935 tons; lead, 626,559 pigs; spelter, 394,191 plates;

copper, 102,180 tons; copper matte, 42,810 tons.

Miscellaneous: Wool, 60,614 bales; hay, 188,692 bales; seeds, 115,034 bags; oil cake, 109,997 packages; oat meal, 32,840 bbls.; peas, 157,732 bu.; malt, 292,184 bags; pork, 34,126 bbls.; lard, 258,768 packages and tierces; fish, 2,193 tons; cheese, 6,627 boxes; starch, 102,290 boxes; glucose, 328,910 bbls.; soap, 34,164 boxes; bituminous coal, 240 tons.

The principal shipments by lake for the same time were shown in the same statement, as follows: Coal, nearly



ALFRED LYTH,
President Builders' Association Exchange, 1896.



RESIDENCE OF W. M. SAVAGE, General Contractor, 507 Prospect Avenue.



C. F. DUNBAR,
Contractor for Public Works, 1247 Main St.

all anthracite, 2,400,068 tons; cement and plaster, 670,713 bbls.; salt, 621,287 bbls.; sugar, 1,204,887 bbls.

CANAL TRADE, 1896.

THE following is a statement of the principal receipts and ship-

ments of Buffalo via Erie Canal, also condensed from Merchants' Exchange reports:

Receipts for 1896: Lumber, 3,821,834 feet; staves and heading, 143,600 lbs.; wood pulp, 683,869 lbs.;

rock and super phosphate, 5,405,670 lbs.; stone, lime, etc., 265,135,637 lbs.; anthracite coal, 38,601 tons; iron ore, 6,066,720 lbs.; iron and steel, 17,800,399 lbs.; railroad iron, 390,670 lbs.; pig iron, 1,240,670 lbs.; castings and iron ware, 760,520 lbs.; bar and pig lead, 61,820 lbs.; copper ore, 280,000 lbs.;



CHARLES MOSIER,
General Contractor and Builder, 1266 Seneca Street.



W. B. WILSON,
General Contractor, 37 and 38 Lewis Block. Has built Water Works for eight New York cities and done much large railroad work. Also cleared site and laid foundations of the Ellicott Square (p. 8).

lbs.; coffee, 519,100 lbs.; sugar, 35,115,159 lbs.; molasses, 5,827,235 lbs.

The principal shipments same route were for the same time: Flour and grain reduced to grain measure, 36,-

002,008 bu.; flax seed, 312,326,868 lbs.; oil meal and cake, 11,635,506 lbs.; sugar, 29,591,431 lbs.; lumber, 38,409,390 feet; staves and heading, 6,759,000 lbs.; wood pulp, 6,245,000 lbs.; shingles (no.), 1,460,000; stone, lime and clay, 6,965,700 lbs.; coal, 206 tons; bar and pig lead, 11,232,372 lbs.; pig iron, 29,689,360



THOS. DARK, Sr.,
Of Thomas Dark & Sons, Contractors and Builders, and Thos. Dark, Sons & Co., Contractors for General Plumbing and Sanitary Work, 115 East Eagle Street.

petroleum, 4,087 bbls.; salt, foreign and domestic, chiefly the last named, 314,160 lbs.; spirits, 11,586 gallons; lard, tallow and lard oil, 392,000 lbs.; hides, 184,328 lbs.; apples, 269,268 bbls.; grass seed, 739,190 lbs.; flax seed, 220,400



JARED H. TILDEN,
Contractor and Builder, 12 and 14 Henry St.



W. H. SCHMIDT,
Of Schmidt Bros., Contractors and Builders, 3 Builders' Exchange.



MICHAEL J. BURKE,

Of John Burke's Sons, Real Estate Owners, Contractors and Builders, with offices 698 Ellicott Square and 174 Alabama Street. Members Buffalo Builders' Exchange. Building largely to sell on time. Operating mainly in the South Park District of the city.



CHRISTIAN W. SCHAEFER,
Contractor and Builder, 682 Oak Street.

lbs.; iron and steel, 12,233,940 lbs.; railroad iron, 2,701,600 lbs.; nails, spikes and horse-shoes, 870,471 lbs.

Total number boats cleared eastward, 5,788; total receipts, 398,191 tons; shipments, 1,172,552 tons; total receipts and shipments, 1,570,743; total value of receipts, \$35,636,664; of shipments, \$31,608,123; grand total value receipts and shipments, via canal, \$67,244,787.

RAILROADS.

The first railroad of Buffalo was built in 1836. It ran to the Falls. The N. Y. & Erie was the first road to establish a through line of communication to New York. This was before the war. Construction was also



THE LATE JOHN BURKE,

Of John Burke's Sons, Extensive Real Estate Owners, Contractors and Builders. Offices 698 Ellicott Square and 174 Alabama Street.



THE LATE HENRY SCHAEFER.

Contractor and Builder.

pushed into the coal fields of Pennsylvania and into Canada to the Northwest about this same time. All these original ventures have been swallowed up by the great systems now traversing this part of the country.

Buffalo has the advantage of 11 trunk lines, and if all the numerous leased or minor com-

ponents of these be counted, there are 26 roads centering here. It will be sufficient, however, for our purpose, to distinguish the governing or strictly speaking independent lines. These are as follows:

1. The New Central & Hudson River R. R., of the Vanderbilt system, New York City to Buffalo,



W. H. BURKE,

Of John Burke's Sons, Real Estate Owners, Contractors and Builders, with Offices 698 Ellicott Square and 174 Alabama Street. Members Buffalo Builders' Exchange. Builders of many of the best residences of the city.



HENRY SCHAEFER,

Contractor. Of Henry Schaefer's Sons, 655 Oak Street.



W. S. GRATTAN,
Contractor. Office Foot of Main Street.

with branches gridironing New York State.

2. The Erie R. R., New York to Buffalo, through New Jersey, Pennsylvania and Western New York.

3. The Lehigh Valley R. R. of the Philadelphia & Reading System, owning and operating also the Lehigh Coal Mines.

4. The Delaware, Lackawanna & Western R. R., New York to Buffalo, through Scranton, Pa., Bing-

hamton and Elmira, N. Y.

5. The Western New York & Pennsylvania R. R., covering the territory named in its title.

6. The Buffalo, Rochester & Pittsburg, also indicating its route in its name.

7. The Lake Shore & Michigan Southern, New York to Chicago.

8. The New York, Chicago & St. Louis or Nickel Plate, New York to Chicago.

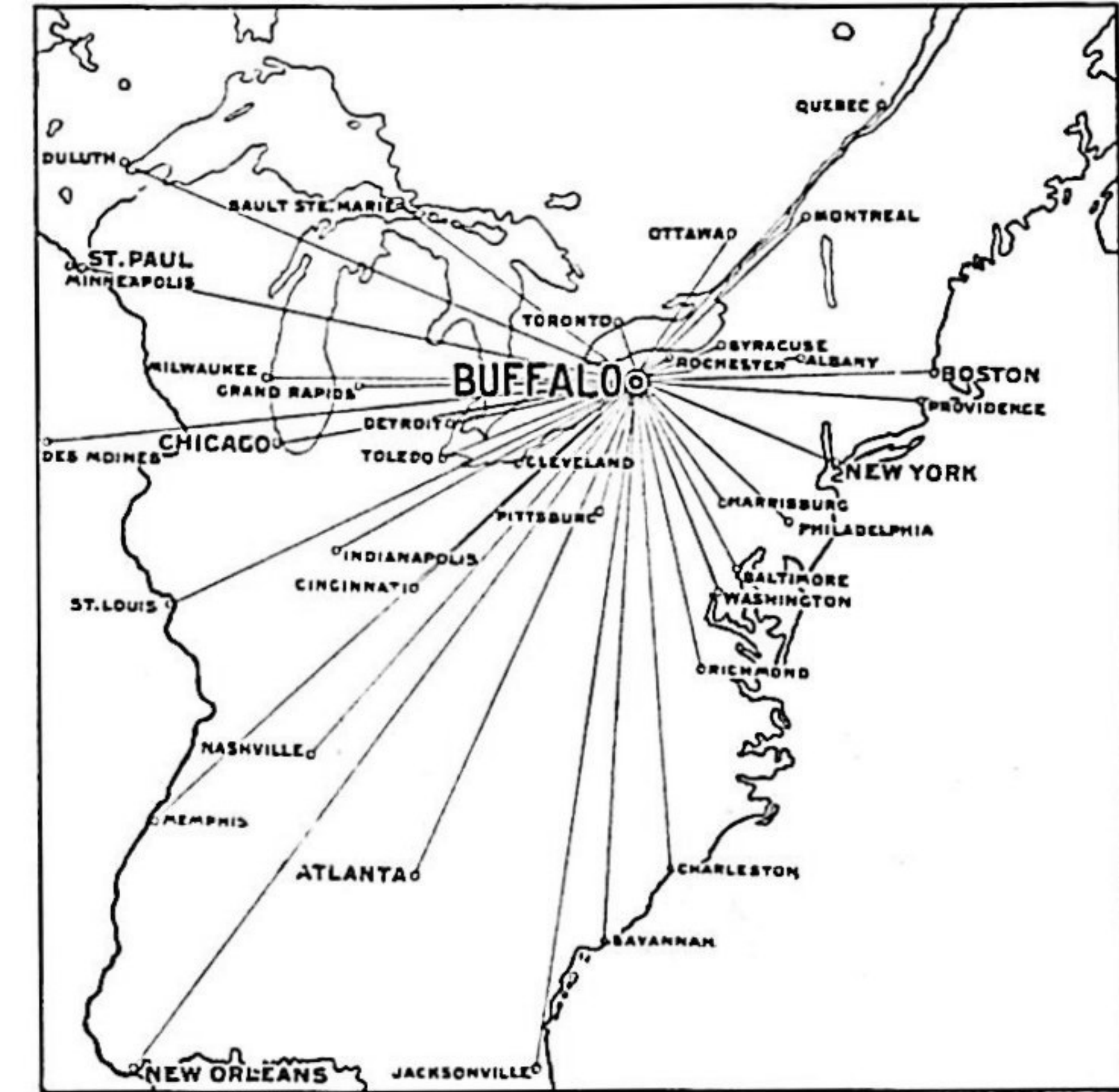
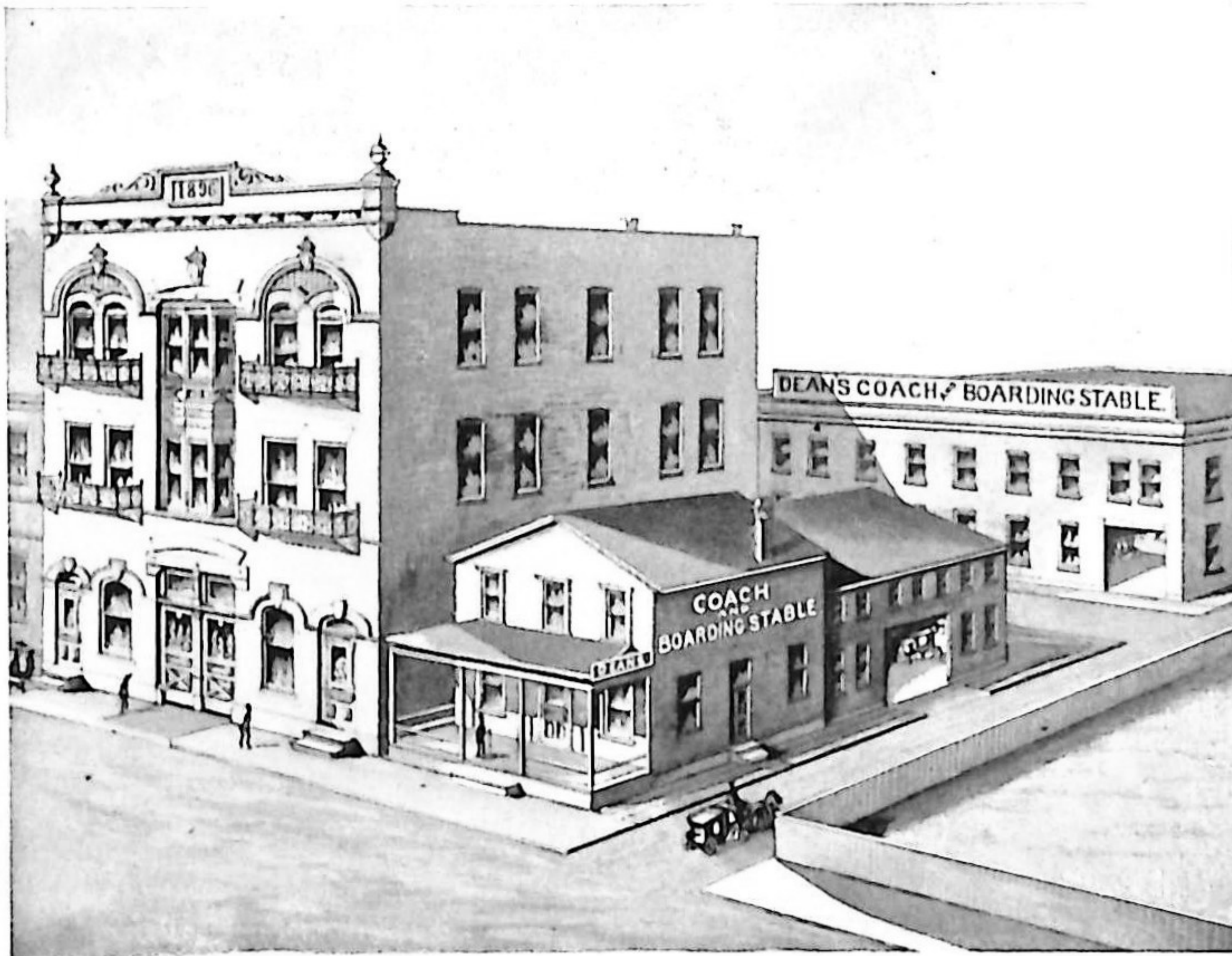


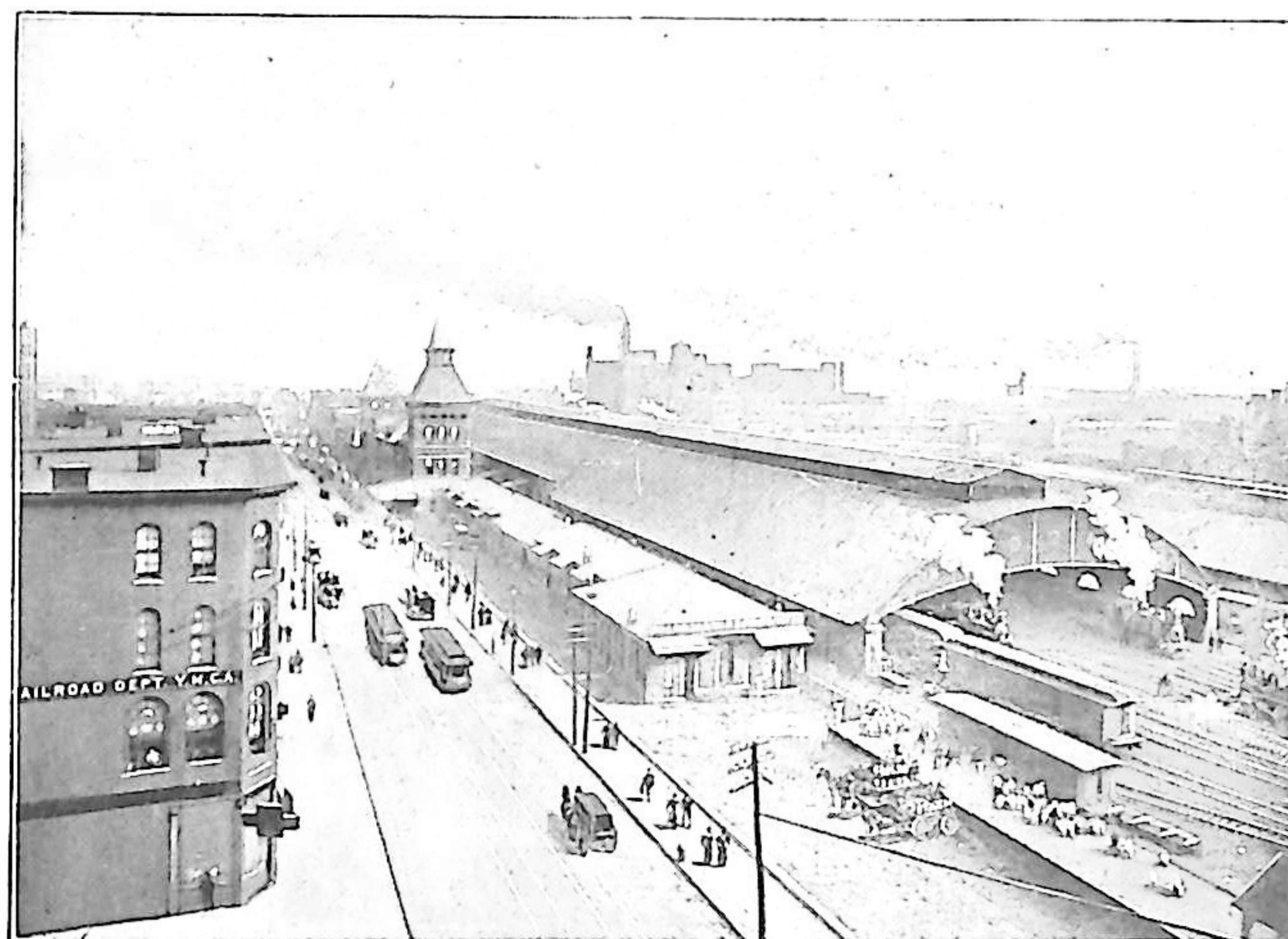
DIAGRAM OF BUFFALO.



COACH AND BOARDING STABLES OF W. S. GRATTAN,
70 Edward Street.



RESIDENCE OF W. S. GRATTAN, 790 Ellicott Street.

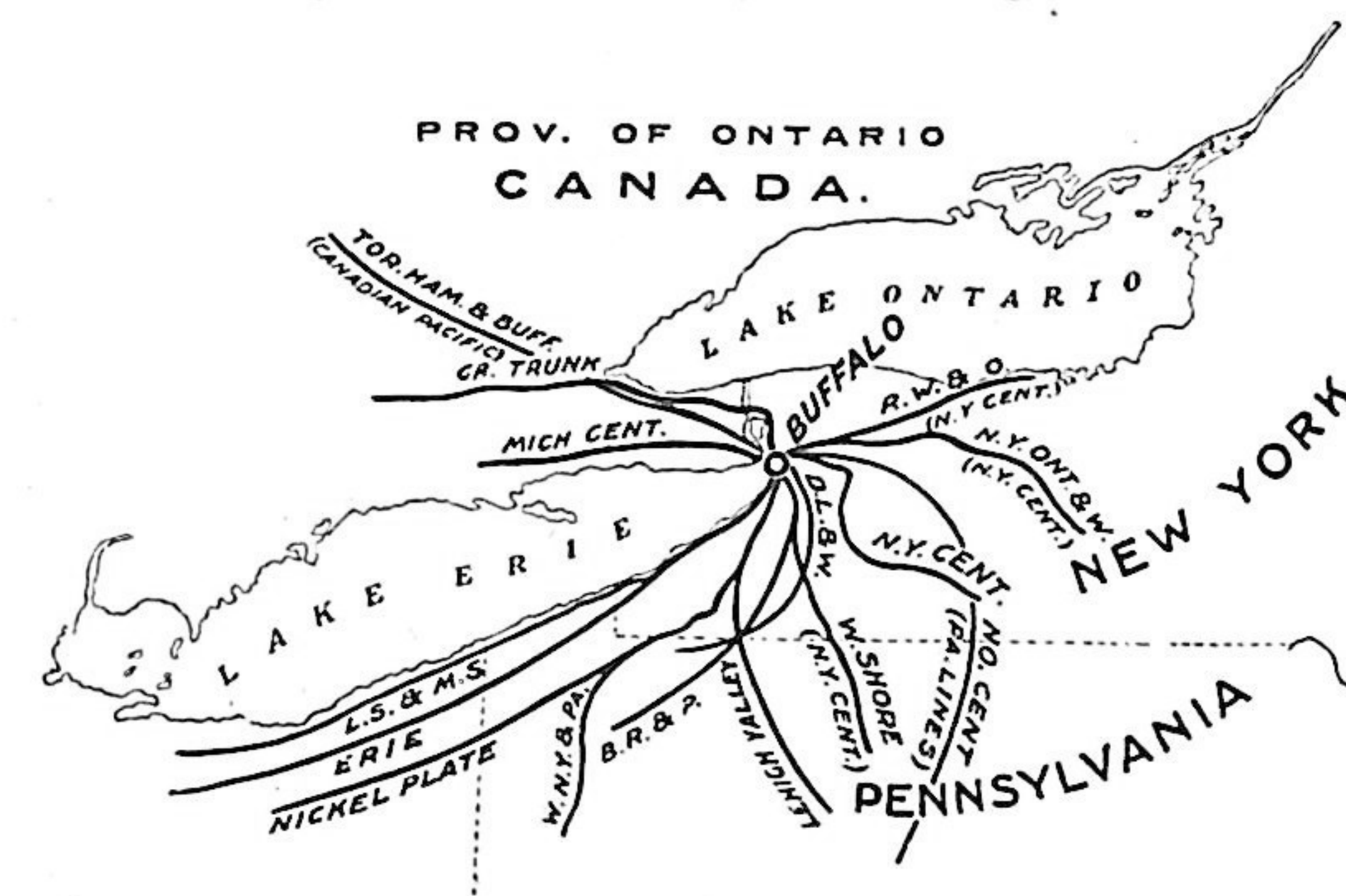


adelphia, Washington and Baltimore (with Southern connections thence), entering and leaving Buffalo over the New York Central Line of road.

9. The Michigan Central, through Canada and across Michigan, by way of Detroit, to Chicago.

10. The Grand Trunk System of Canada, reaching all points in the provinces and also forming a route through to Chicago.

11. The Northern Central of the Pennsylvania System, to Phil-



These lines represent about 13,000 miles of track. They put the city into communication by rail, through their connections, with all parts of the country. They bring within 15 hours' run by rail, half the population of the Union; that is to say, inside a 450-mile radius of the city, 35,000,000 people.

This city has four trunk lines to New York City, six into Pennsylvania; five to Chicago and the West; three Canadian connections; 10 traversing New York State, five through the Great Lakes





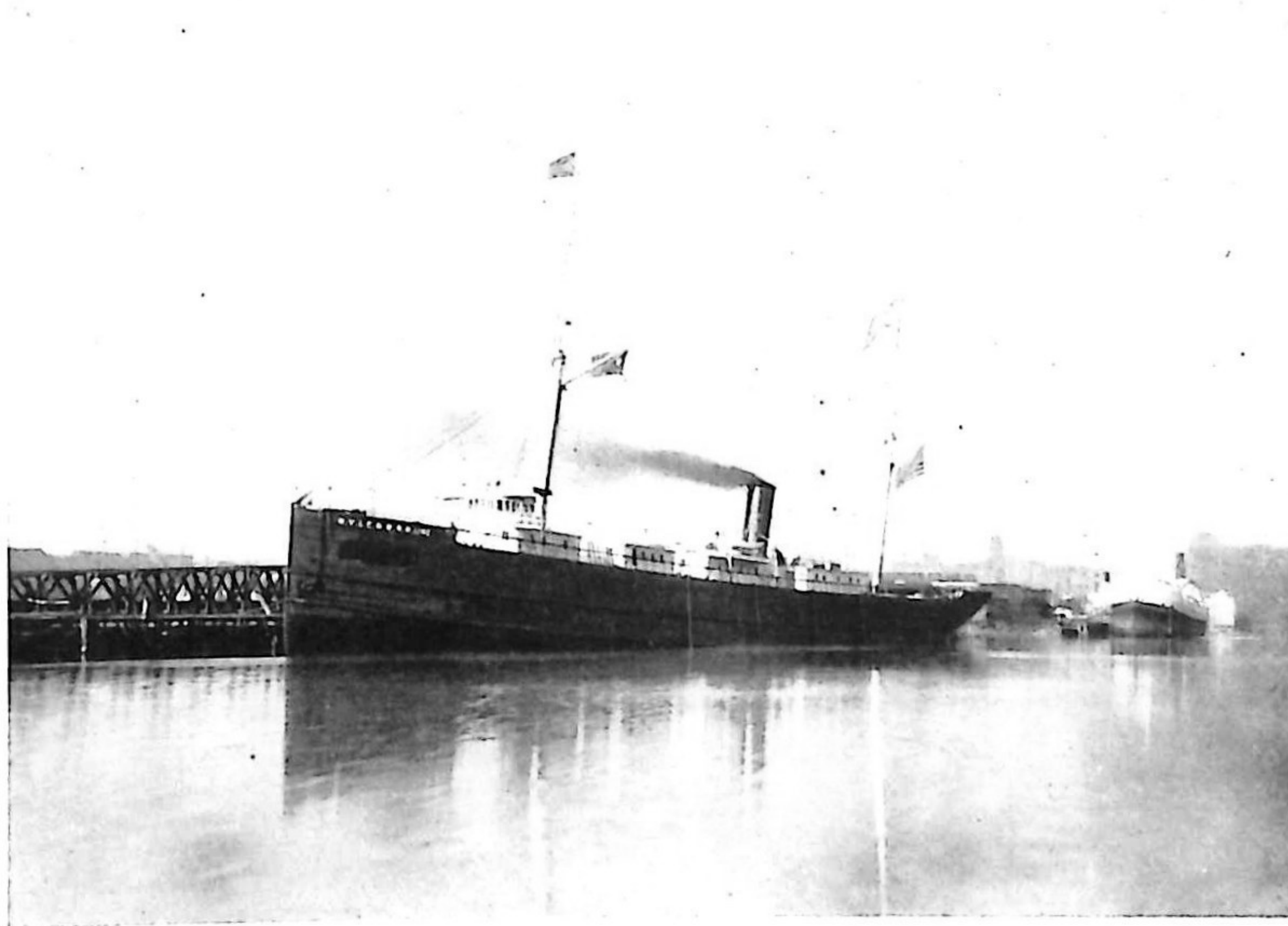
F. P. WELLS,
Manufacturer of Oars. Residence 207 Richmond Avenue. His plant is in Arkansas, and his business largely an export trade to Great Britain and the Continent.

region, seven to the seaboard. No place in the interior of the country has superior railroad facilities. The fastest time between Chicago and New York City is made over the mail and express lines passing through this city.

One special advantage this city enjoys in the way of transportation facilities, particularly as to all heavy traffic, namely, the junction here of ship and rail. The railroads have been prompt to seize the opportunity afforded by the lake routes; they have established auxiliary boat lines, which, during the summer season of navigation are the life and soul of the place. Here



ROBERT F. HANKIN,
Contractor for Grading and Sodding, Sidewalks, Crosswalks, Fences, Etc.,
263 Riley Street.



S. S. "OWEGO," OF THE UNION STEAMBOAT LINE,
(Erie R. R. Co.,) in Blackwell Canal.



IRON ORE DOCKS OF BUFFALO, Tiffit Farm.

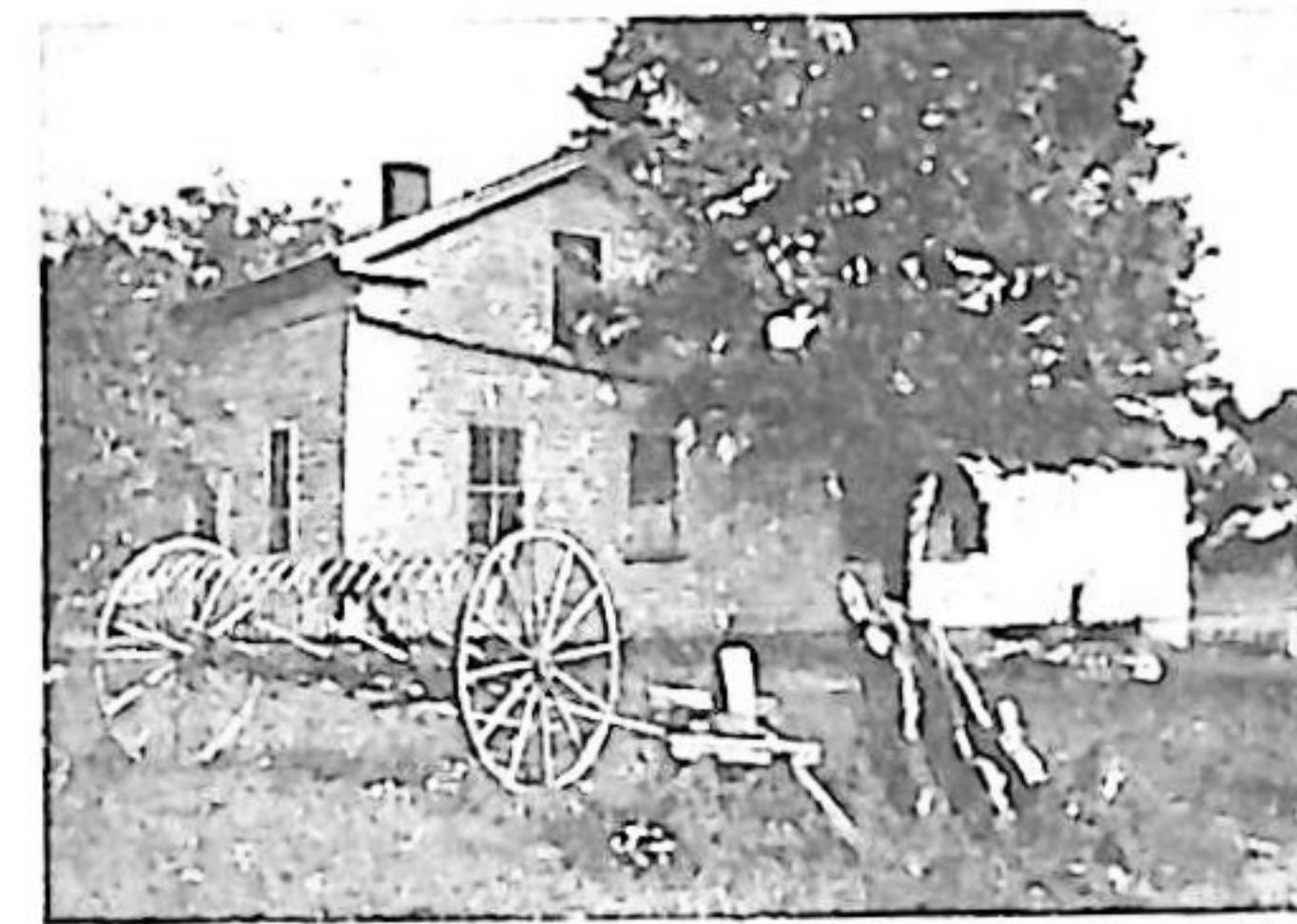


J. W. KLAUCK,
Proprietor Klauck's Ticket Agency
and Tourists' Office, 64 Exchange
Street. Established 1860. Tick-
ets sold to all parts of the world.

also they have made terminals which, as to area and conveniences, are second to none in the land.

The railroads centering here have 660 miles of trackage in the city or its suburbs, and occupy 3,600 acres with their terminal grounds. One line, the New York Central, has established shops in the suburb of Depew, which make that settlement another Pullman; and it is said that from the railroads comes 10 per cent. of the taxes collected by the city.

They are, in short, with their lake auxiliaries, the life and soul of the place.



BIRTHPLACE OF CAPT. E. C. MAYTHAM, in Ohio.



CAPT. E. C. MAYTHAM,
President of Maytham's Tug Line. Office
Foot of Main Street.



TUG "FABIAN" OF MAYTHAM'S TUG LINE.

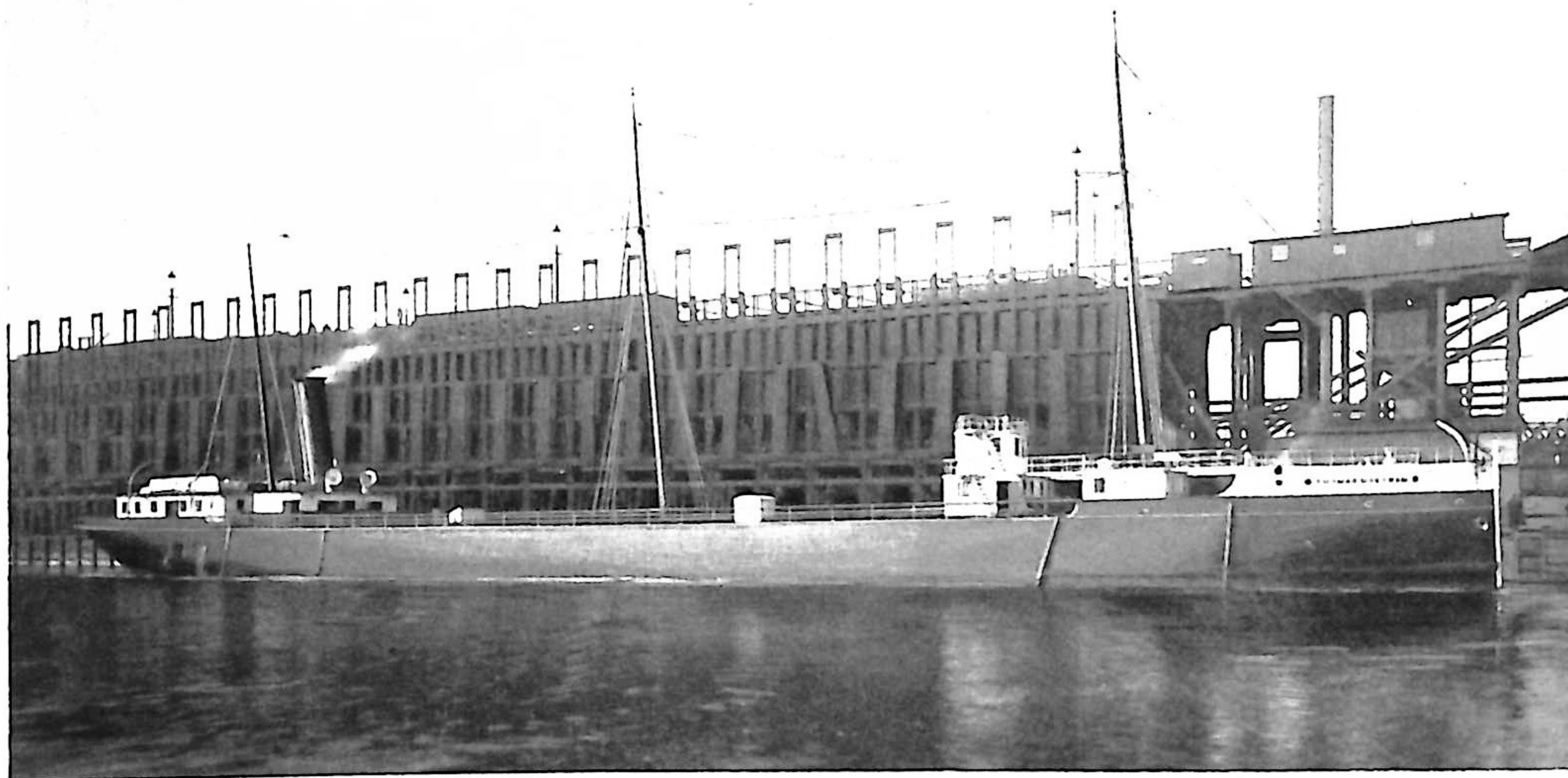


RESIDENCE OF CAPT. E. C. MAYTHAM, 71 Circle.

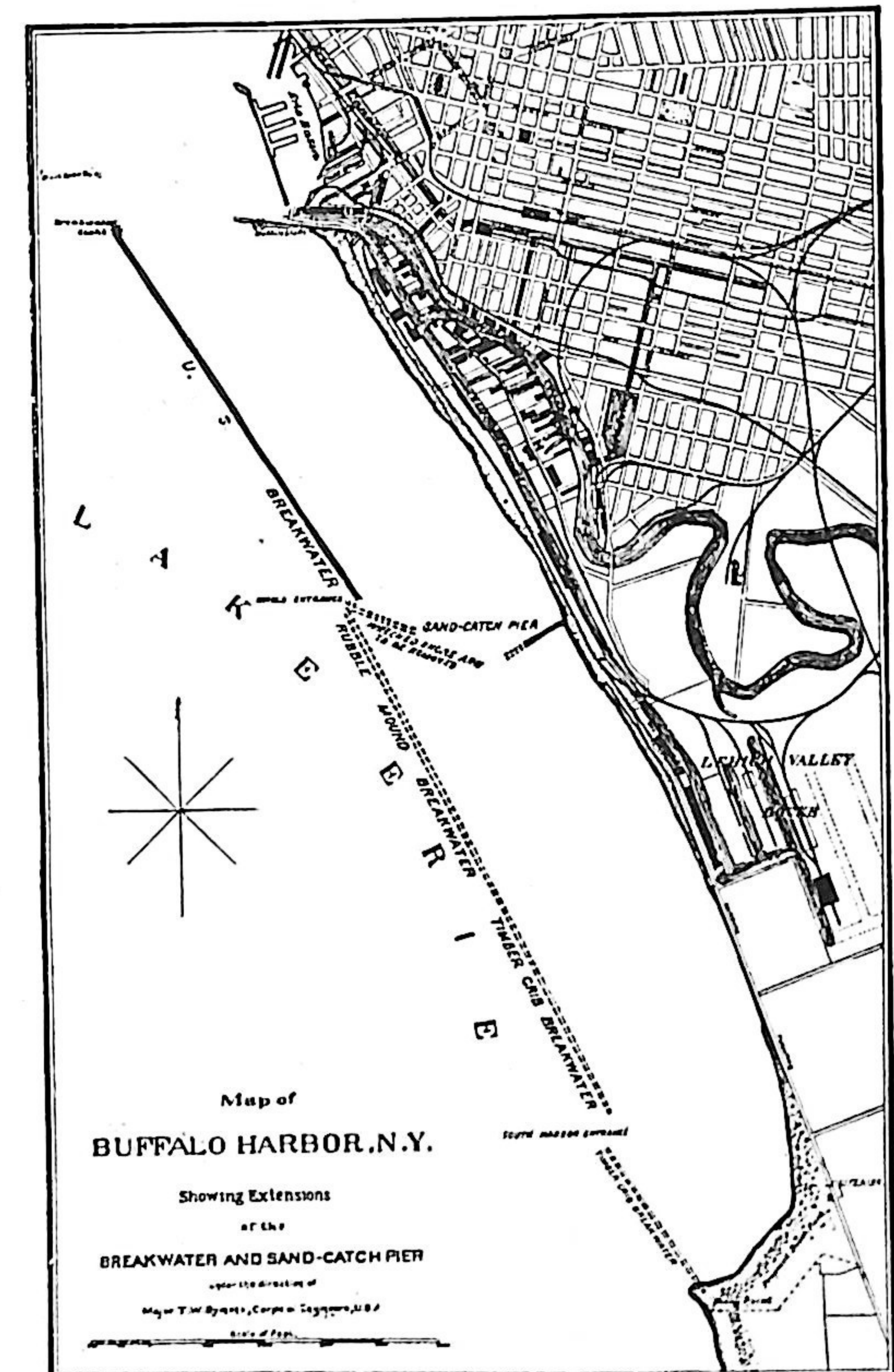
Since this matter was prepared for press, two new systems have effected an entry directly into the city, the Canadian Pacific now coming in from Toronto over the Michigan Central, and the Wabash from Cleveland and Toledo over the Erie. This makes 13 railroad systems now center-



RESIDENCE OF JOHN KELDERHOUSE, 15 Cottage Street.



S. S. "THOS. MAYTHAM," Owned by the Maytham Syndicate, 9 West Perry Street.

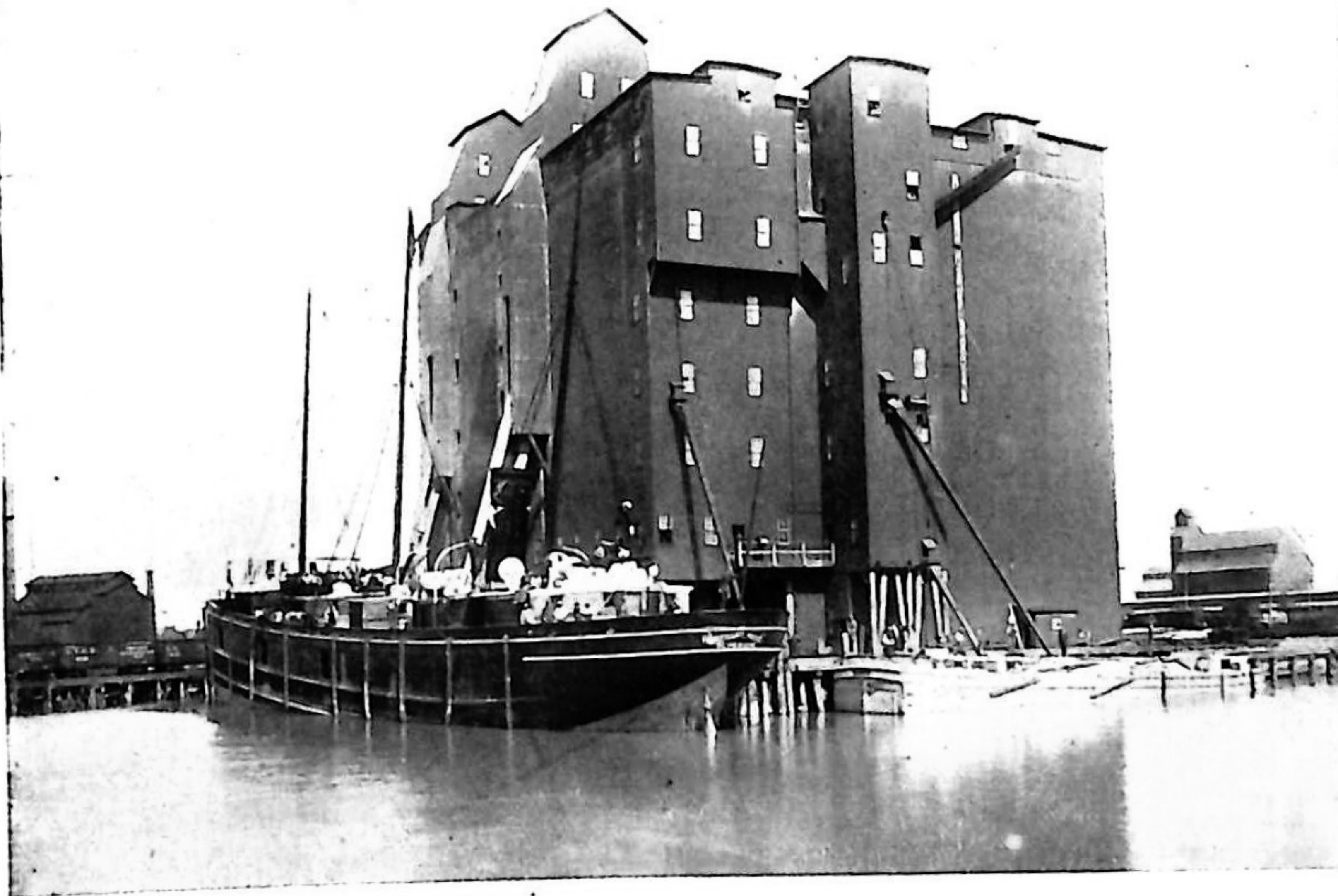


HARBOR MAP.

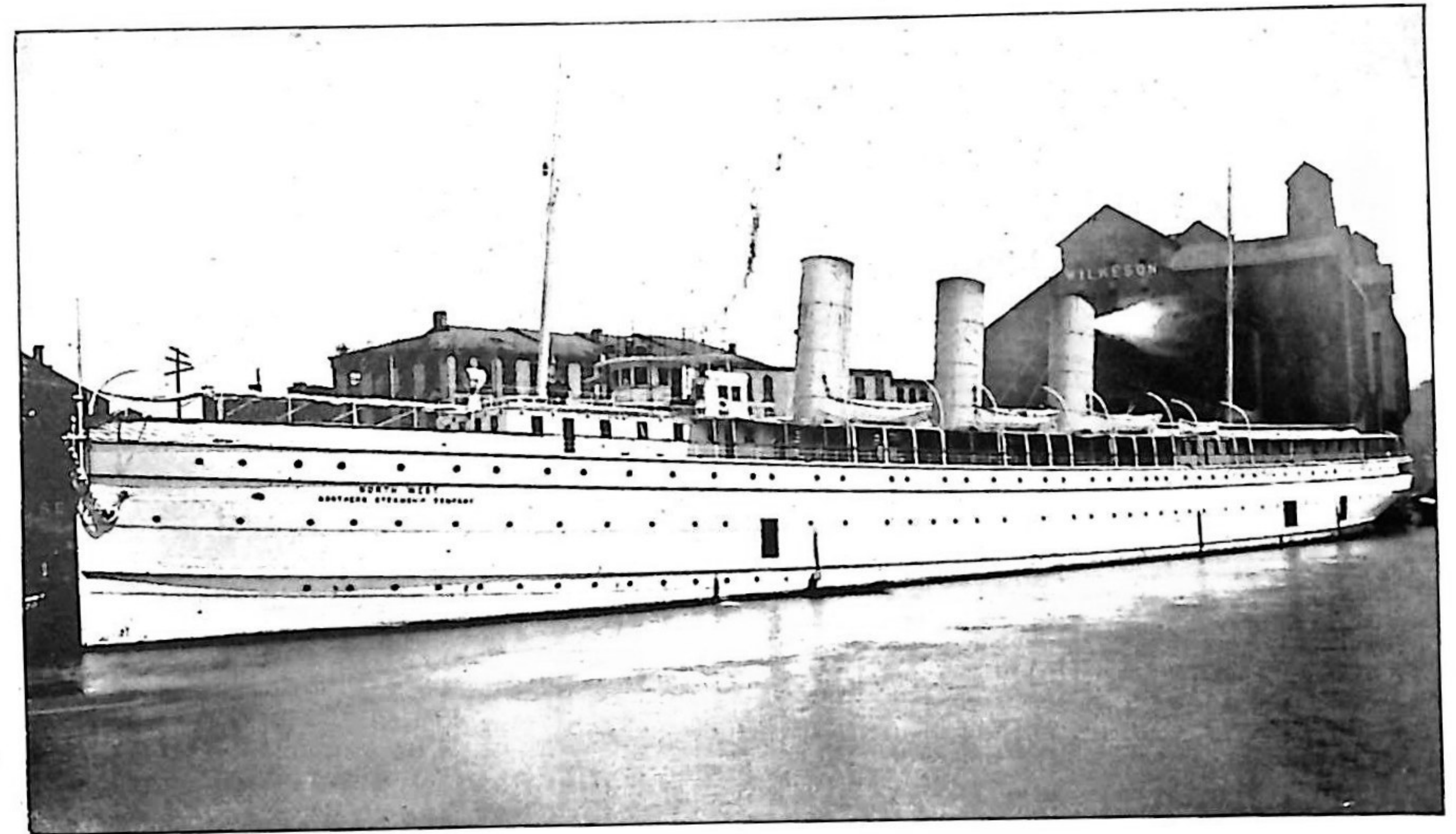
ing here, embracing 28 roads, extending to or connecting with lines reaching all points north, east, south and west.

THE PORT: HARBOR AND SHIPPING—LAKE LINES—THE ERIE CANAL.

THE harbor of Buffalo is at present rather contracted for the extraordinary business it is called upon to accommodate, but the improvements in progress are calculated to make it, in a very few years, one of the most commodious on the lakes. These improvements are being prosecuted under Federal supervision, and are designed primarily to enlarge the anchorage ground; but incidentally they



S. S. "NORTHERN WAVE," OF THE NORTHERN S. S. CO. (Great Northern R'y System), at Dakota Elevator, Blackwell Canal.



S. S. "NORTH WEST," 5,000 TONS, OF THE NORTHERN S. S. CO.
(Great Northern R'y System).

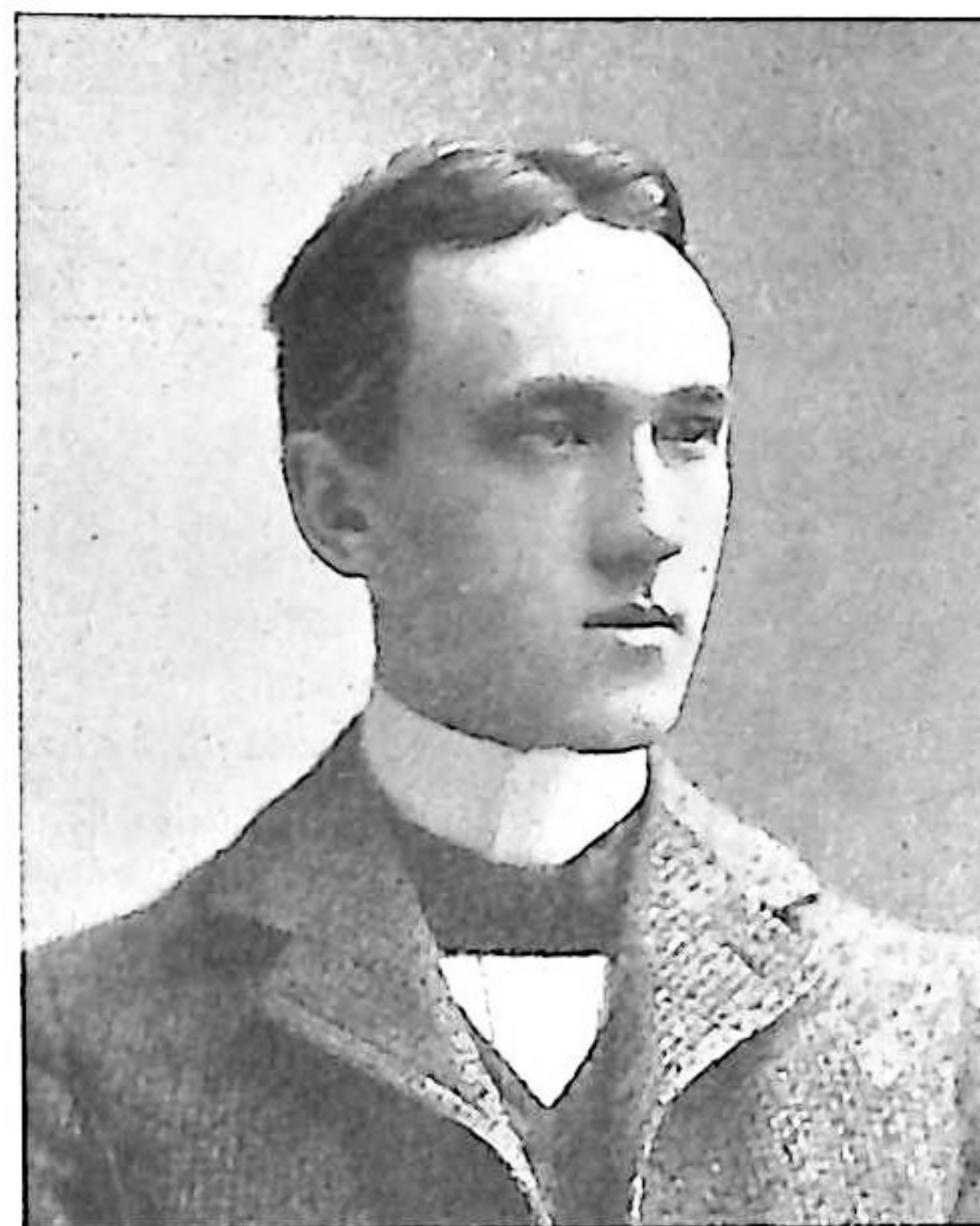
From Photo by Bliss Bros. of Buffalo.

will meet the scarcely less pressing necessity of extending the wharf and dock facilities of the port.

A breakwater, parallel with the shore in front of the business quarter, and about a half mile distant from it, forms the outer harbor of the city. The inner harbor of docks and landings extends along Buffalo River and the city or Blackwell Canal, with intersecting slips to the elevators, lumber wharves, etc., all in the narrow and con-



MARK PACKARD,
Of Packard & Boynton, Wholesale
Dealers in Coal and Coke,
310 Guaranty Building.



F. M. BOYNTON,
Of Packard & Boynton, Wholesale
Dealers in Coal and Coke,
310 Guaranty Building.

tracted area of a few city squares. Both inner and outer harbors are inadequate to the growth of the city, and the improvement of the outer promises to better both.

In the present shape the harbor affords

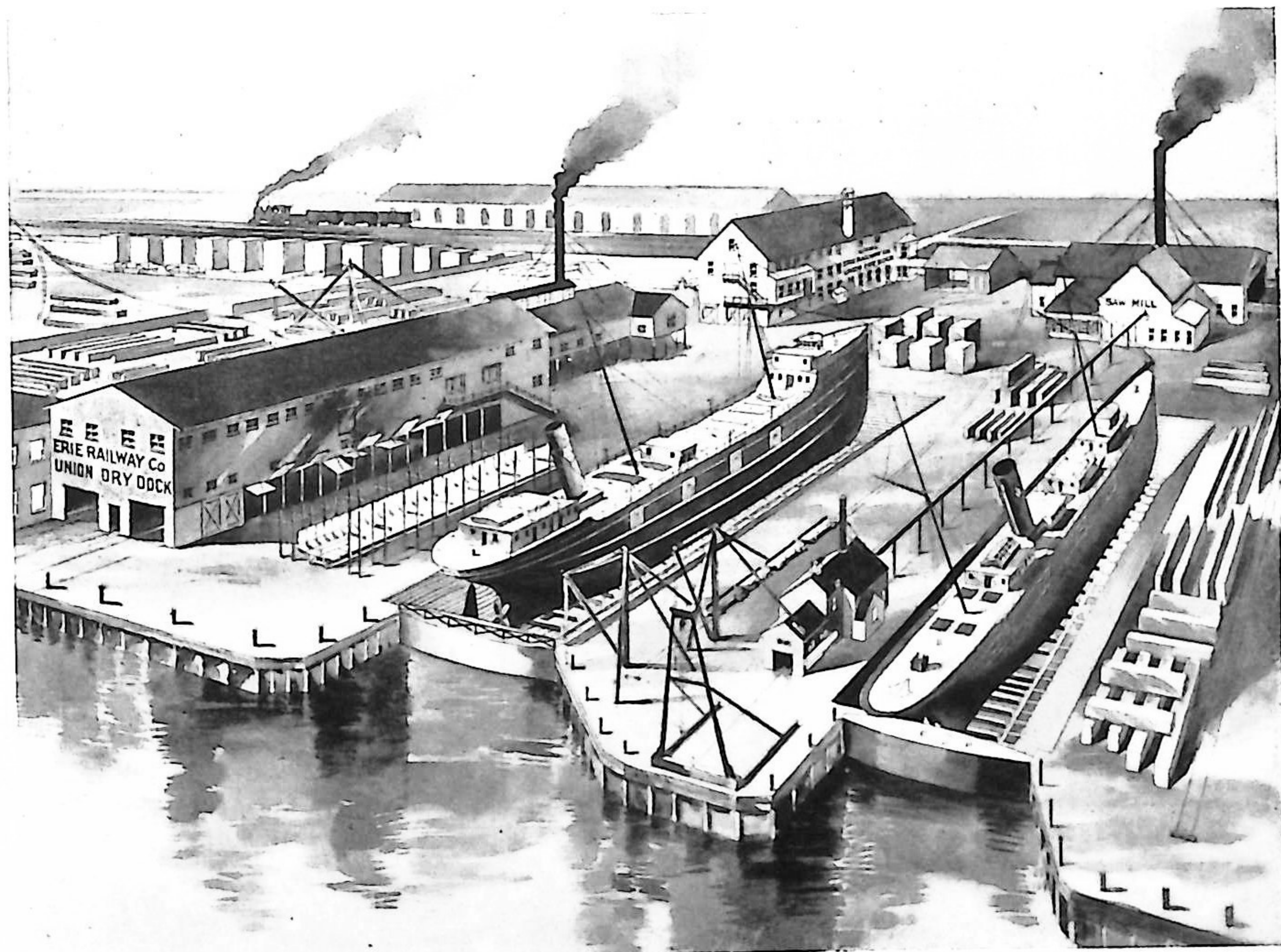


JAMES ASH,
Wholesale and Retail Dealer in Coal
and Wood, corner Niagara Street
and Forest Avenue. Also Presi-
dent Hand & Johnson Tug Line.

250 acres of anchorage ground behind a break-water 7,608 feet long. The total water area in the harbor is about 470 acres. Except the dredging of

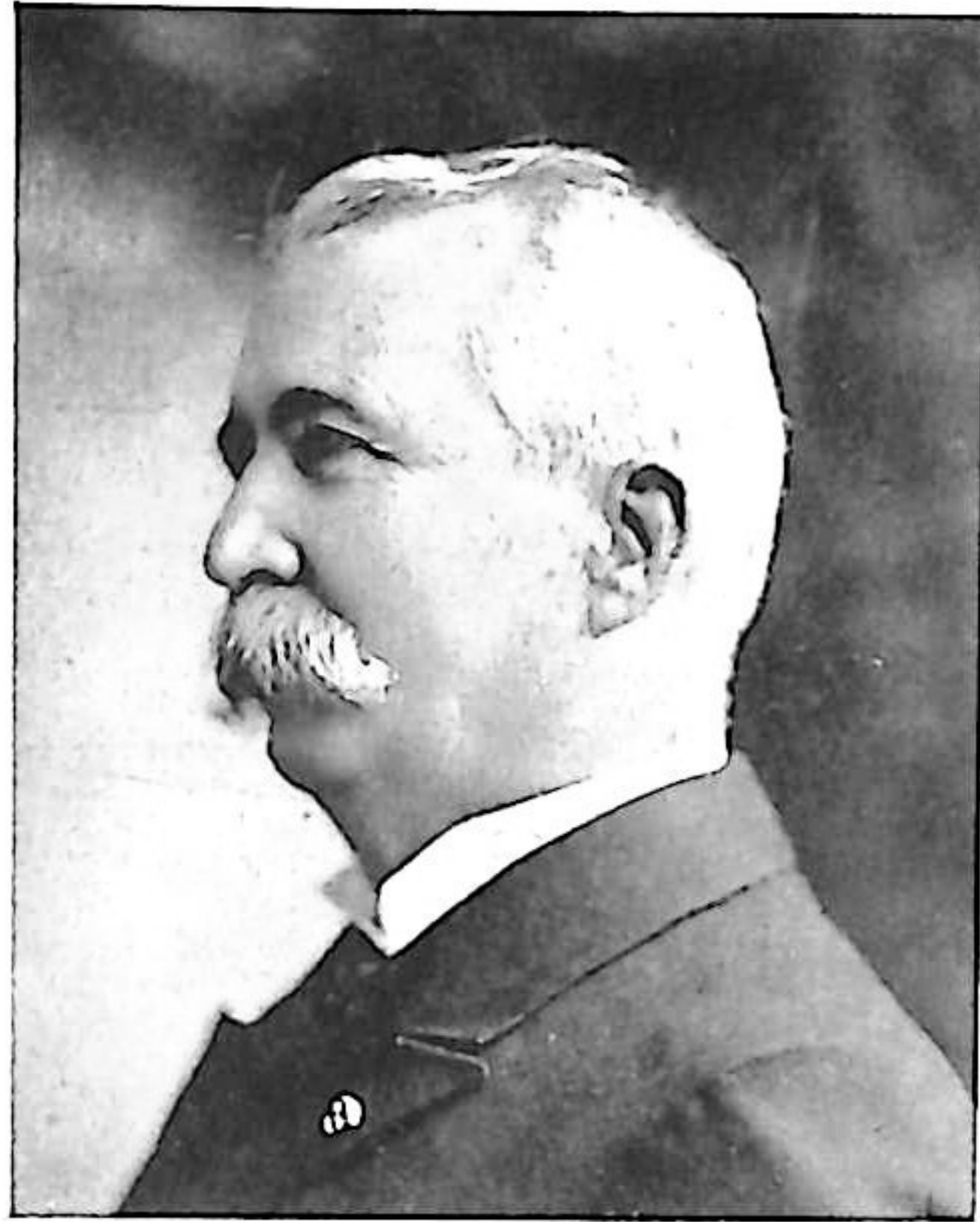
Buffalo River, to be done by the city at an expense of \$50,000, the betterments are all to be made in the outer harbor. The work here consists in the extension of the old breakwater southward to Stony Point, the extreme limit of the city in that direction, over a distance, exclusive of the necessary openings, of 12,500 feet, making the total length of the works new and old, about four miles.

This will add 470 acres to the anchorage ground, making it 720 in all, and will make the total protected area of harbor, about 1,370 acres.

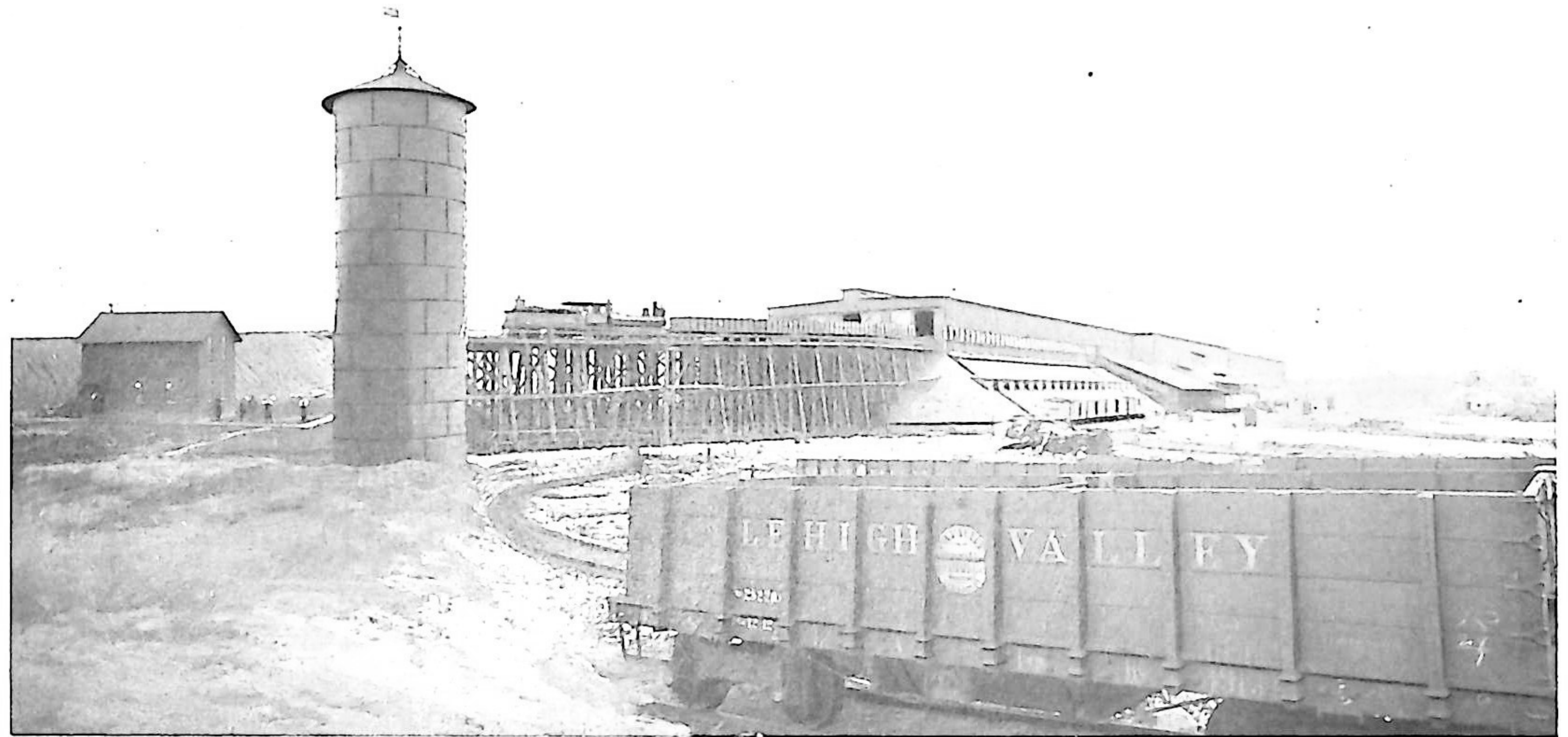


THE ERIE R. R. CO.'S UNION DRY DOCK, Buffalo Creek and Ganson Street.

Dimensions No. 1 Dock: Length on blocks about 346 feet; width at top 62 feet; at bottom 43-10; water on sill, 15½ feet; on blocks 12½ feet. No. 2 Dock: Length on blocks 341 feet; width at top 66-4; at bottom 43-9; water on sill 14 feet.



COL. JOSEPH H. HORTON,
General Northern Sales Agent of the
Lehigh Valley Coal Co., and Superin-
tendent of Coal Docks and Trestles.
Offices, Birge Building, corner
Main and Seneca Streets.



CHEEKTOWAGA STOCKING AND TRANSFER TRESTLE OF THE LEHIGH VALLEY COAL COMPANY.

One of the largest miners in the anthracite region. Has unequaled terminals and facilities at all principal ports of the Great Lakes. Its three extensive plants here have daily capacity of 10,000 tons and storage capacity of 250,000 tons.



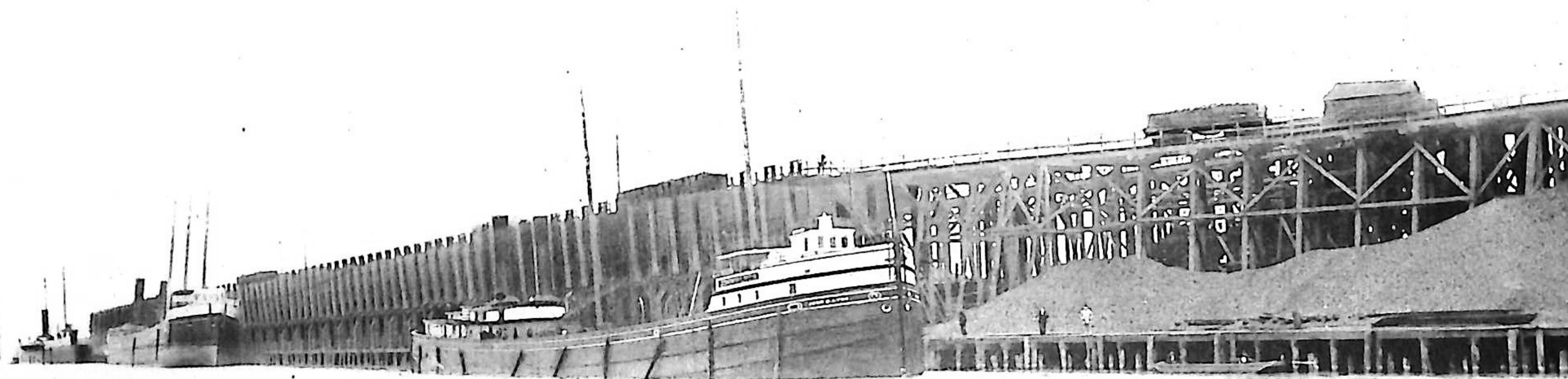
COAL TRESTLE AND DOCKS OF THE ROCHESTER & PITTSBURG COAL & IRON CO., Buffalo.
Daily Capacity 2,500 Tons.

The principal entrance to the north will be as now, about 250 feet wide. Two others at suitable intervals in the length of the breakwater are to be 150 and 600 feet respectively. There will be shelter in this harbor then, when it is completed, for half the vessels on the lakes, and room for hundreds more to tie up along the inner side of the breakwater.

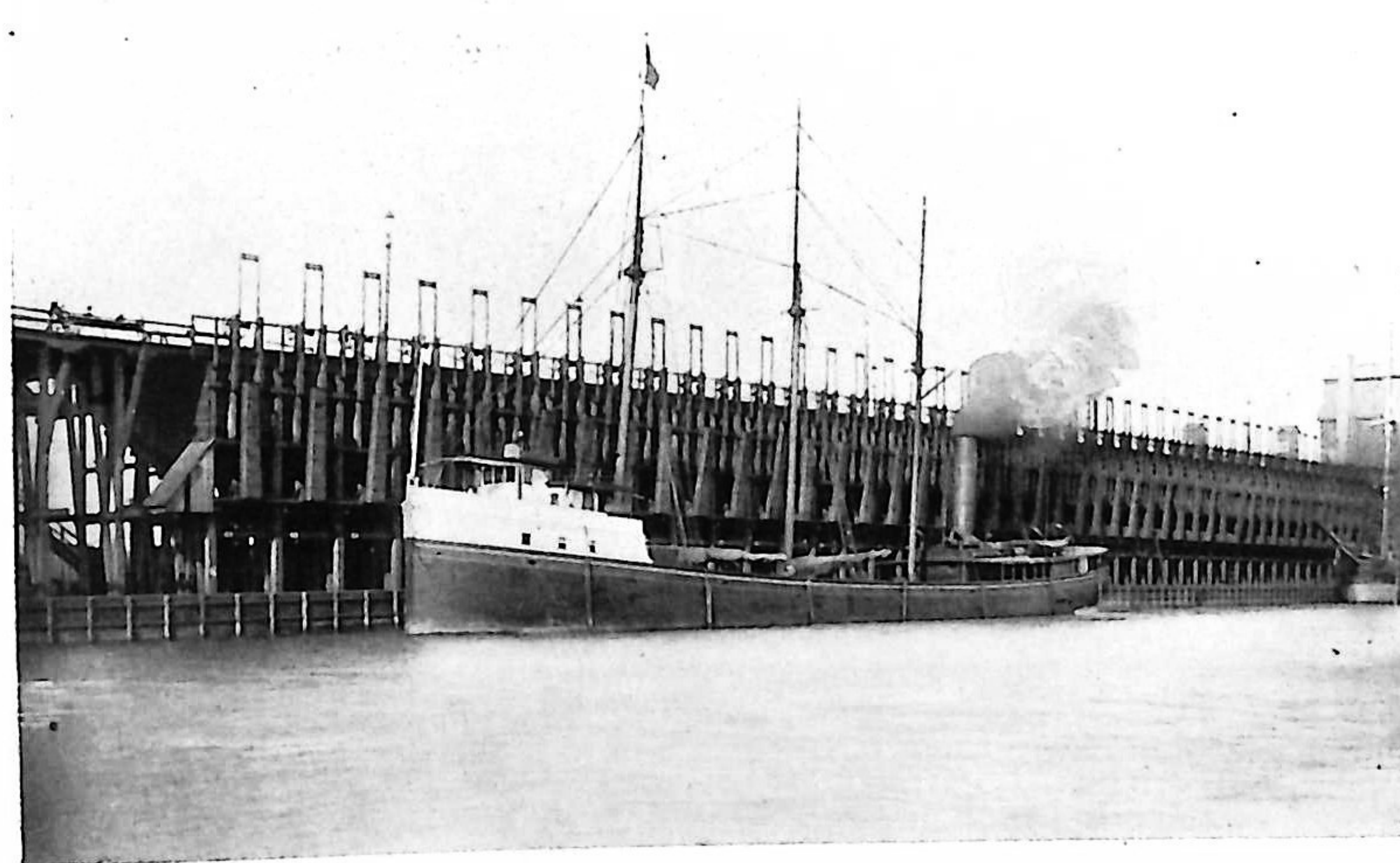
[86]



J. B. CONARD,
Agent for Cox Bros. Miners and Shippers
of Coal. Office, 202 Main Street.



COAL PIERS OF THE ERIE RAILROAD COMPANY. Williams & Peters, General Sales Agents. M. E. Robinson, Western Sales Agent,
No. 414 Ellicott Square.



DELAWARE, LACKAWANNA & WESTERN R. R., COAL TRESTLE. [87]
Built by W. S. Grattan, Contractor, Foot of Main Street.



COAL TRESTLE AND YARDS OF THE DELAWARE, LACKAWANNA &
WESTERN R. R. CO., Foot of Erie Street.
John J. McWilliams, Western Sales Agent.

The national government has appropriated \$2,200,000 for this breakwater extension, and to replace the old one in part; and the work is to be done in four years. Contracts have been let for the beginning of the work and the start has been made. The construction, as planned by the army engineer in charge, is to be of two kinds, in part rubble concrete, capped with heavy stone, and in part, what is known as "timber crib" work, the whole to be of the most substantial



J. H. M. CLAGGETT,
Sales Agent of the Philadelphia & Reading
Coal & Iron Co., Buffalo, N. Y.

and permanent character.

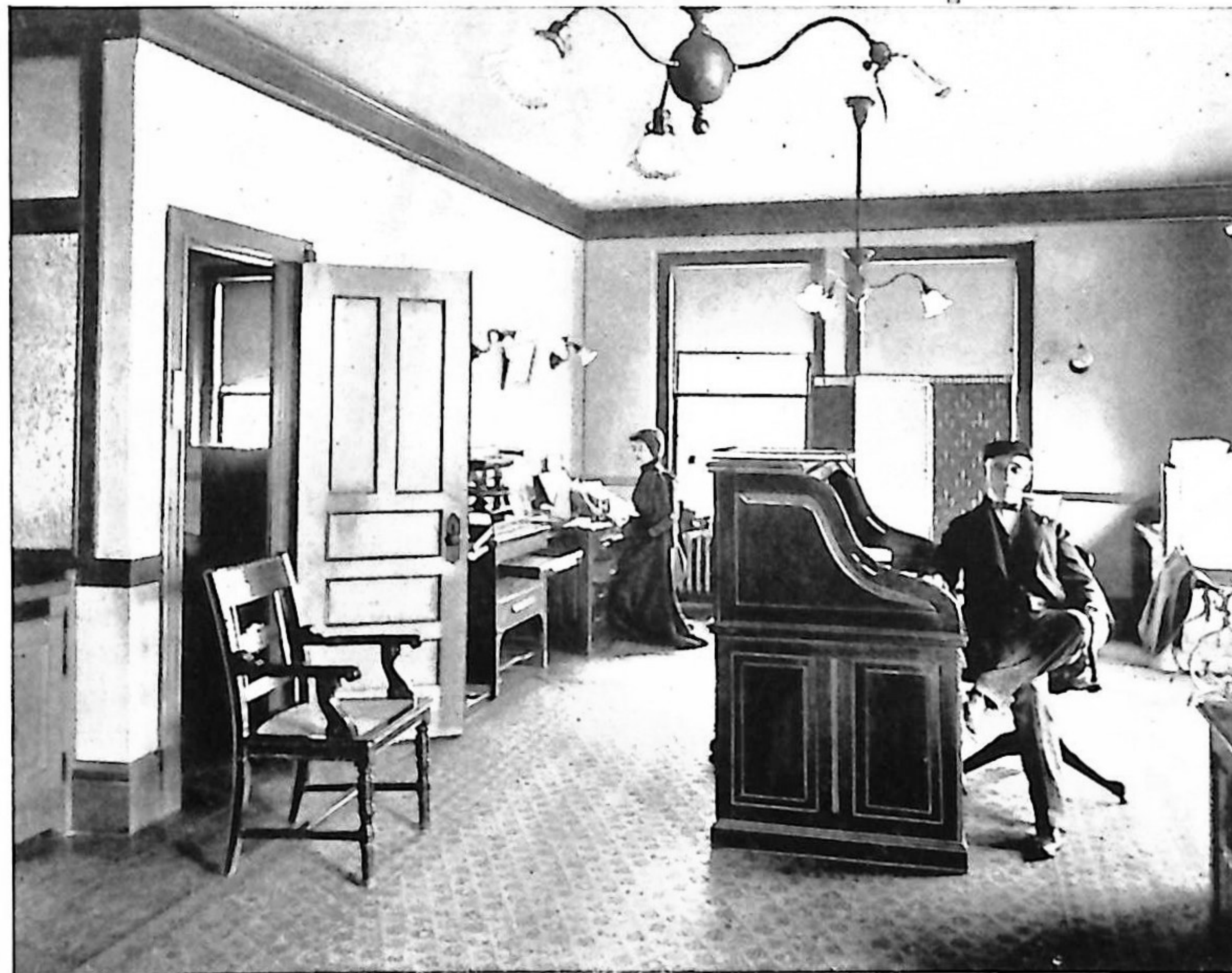
Through these improvements, opportunity is afforded also, as we have said, for extension of the docks. When the breakwater is completed there will be room behind, in the protected shore line of 110,000 linear feet, or 21 miles nearly, for 50



CHAS. POLAKOFF,
Of L. Polakoff & Co., Wholesale and
Retail Dealers in Anthracite and
Bituminous Coal and Connellsville
Coke. Established 1889. Office
332 to 340 Clinton Street.

new wharves, each of 200 feet front and 1,000 depth, and with 200 foot slips between. In the inner harbor of the Buffalo River there is now about five miles of wharfage; in the City Slip Canal, four miles; at Tifft Farm, at the lower end of the city, two miles; in the Erie Basin and at Black Rock, about a mile or so more. Now add 21 miles available five years hence to the present facilities, and this port then should be provided with all the room it could possibly need for generations at least to come.

Forty miles of wharf room is the estimate now made for the Buffalo of 10



OFFICES OF C. M. UNDERHILL, COAL MERCHANT.



FRED C. DEMING,
Eight years with Albright & Smith, Sales
Agents Philadelphia & Reading Coal
and Iron Co.; now with The Carnegie
Steel Co., Ltd.; also in retail
coal business on his own account



JOHN REARDON,
Dealer in Anthracite, Bituminous and Bloss-
burg Coal, and Hard and Soft Wood.
Office and Yards, 47 Fulton Street

years hence. This would afford it facilities for its shipping unsurpassed on the lakes, and make it what it seems destined to be, the greatest of all lake ports, and one of the greatest ports anywhere.



A. W. NUNN,
Dealer in Coal and Coke, 466 East
Utica Street.

The city owns a strip of lake beach in front of the business center, about a mile and a half long, which is susceptible of improvement for wharf and warehouse property. This was once offered for sale and withdrawn. At present it lies waiting certain legislative action concerning the use to which it shall legally be put.

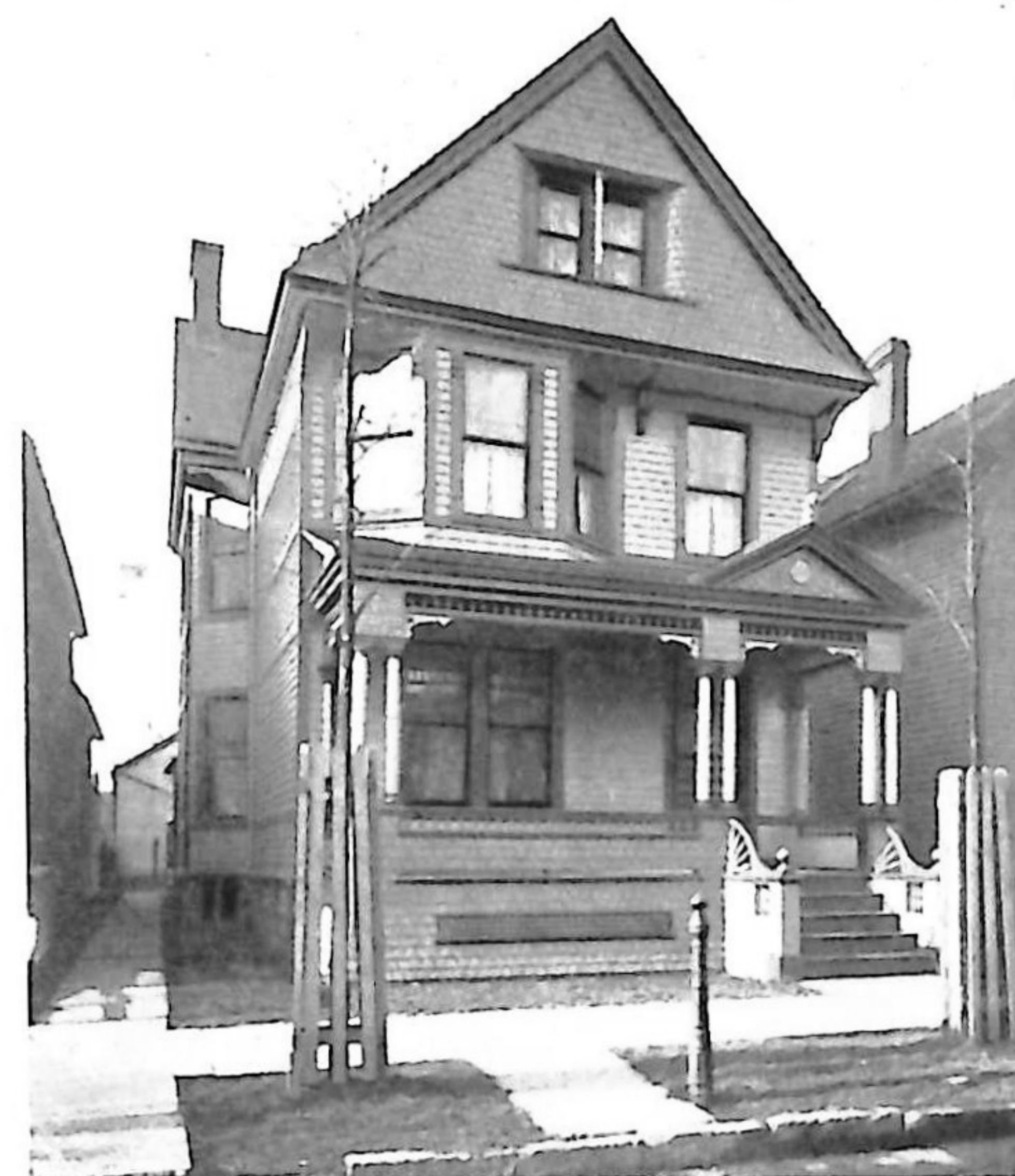
Meanwhile, pending these movements proposed and projected, private enterprise has not been backward in the improvement of the port. Extensive docks have been built, and others are projected at various points upon the water front of the city, by railroads and other parties interested. The coal and iron ore docks of the port are unrivalled, for the



A. MILLER,
Wholesale Dealer in Hardwood and Hem-
lock Slab Wood. Office and Yard
corner of Eagle and Emslie Streets.



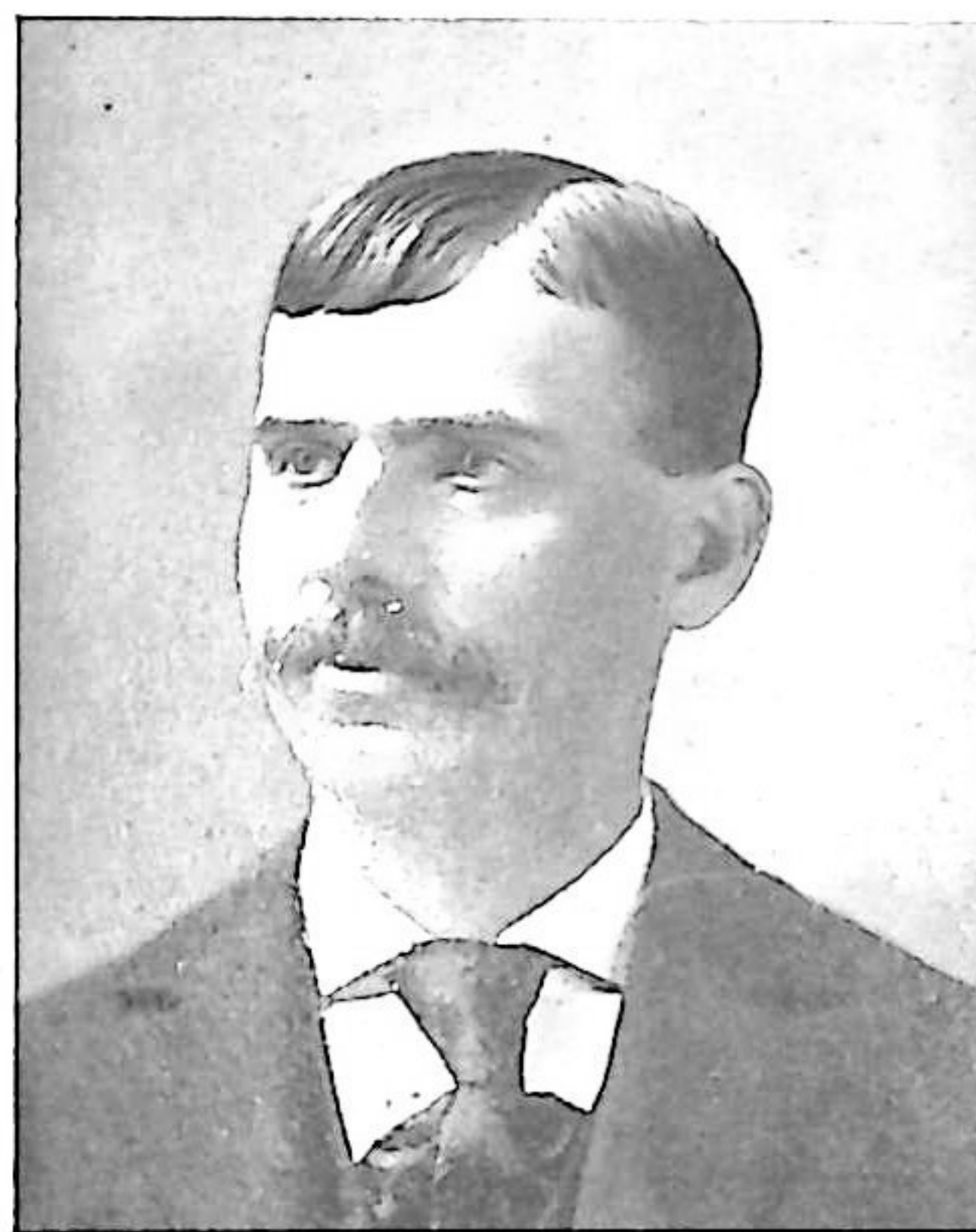
RESIDENCE OF A. W. NUNN, Coal and Coke.



RESIDENCE OF A. MILLER, 220 Emslie Street.



J. FRED MORLOCK,
Secretary and Treasurer Morlock &
Voss Coal Co. General Office, Coal
and Iron Exchange Building. Re-
tail Office, 657 William Street.



CHRIST. C. A. VOSS,
Vice-president Morlock & Voss Coal
Co. General Office, Coal and Iron
Exchange Building. Retail Office,
657 William Street.

facilities they afford, anywhere in the land.

The Federal Government will have spent on this harbor, when the new breakwater is completed, nearly \$5,000,000. The harbor now has a channel depth of 24 feet. Buffalo River is about 200 feet wide and is dredged to 20 feet depth. In the Niagara River, also flowing by the city, the government is also at work. Over \$1,100,000 has been appropriated to maintain an 18-foot channel in this stream, and this work, too, is under way. Black Rock, a shipping district at the



HENRY S. METZ,
Coal and Wood Merchant, 3010 Main
Street.

upper end of the city, is on the bank of this river, and the Tonawandas, with a lake commerce of 2,583 vessels of 921,297 tons last year, are only a few miles up.

SHIPPING OF THE PORT.

THE lake trade of Buffalo is prodigious. Last year, 1896, it aggregated, for combined arrivals and departures, 11,322 vessels of 11,304,742 tons, and all this in a season of navigation lasting but eight months.

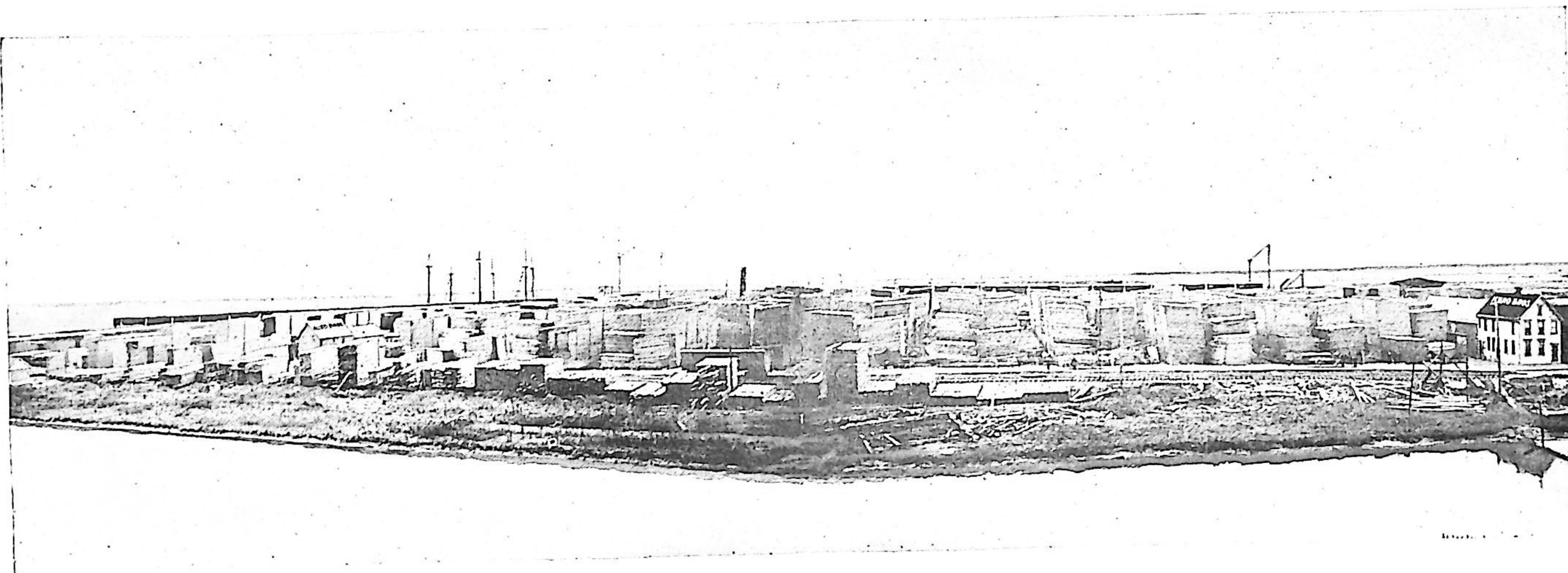
This equals the number and tonnage approximately, of New York during the same length of time, and is very much larger than the gross figures of any other seaport of the country for the whole year. And as a lake port, Buffalo is easily first.



E. D. QUACKENBUSH,
Corresponding Secretary Buffalo
Coal Exchange.



RESIDENCE OF HENRY S. METZ, Williamsville, Suburb of Buffalo.

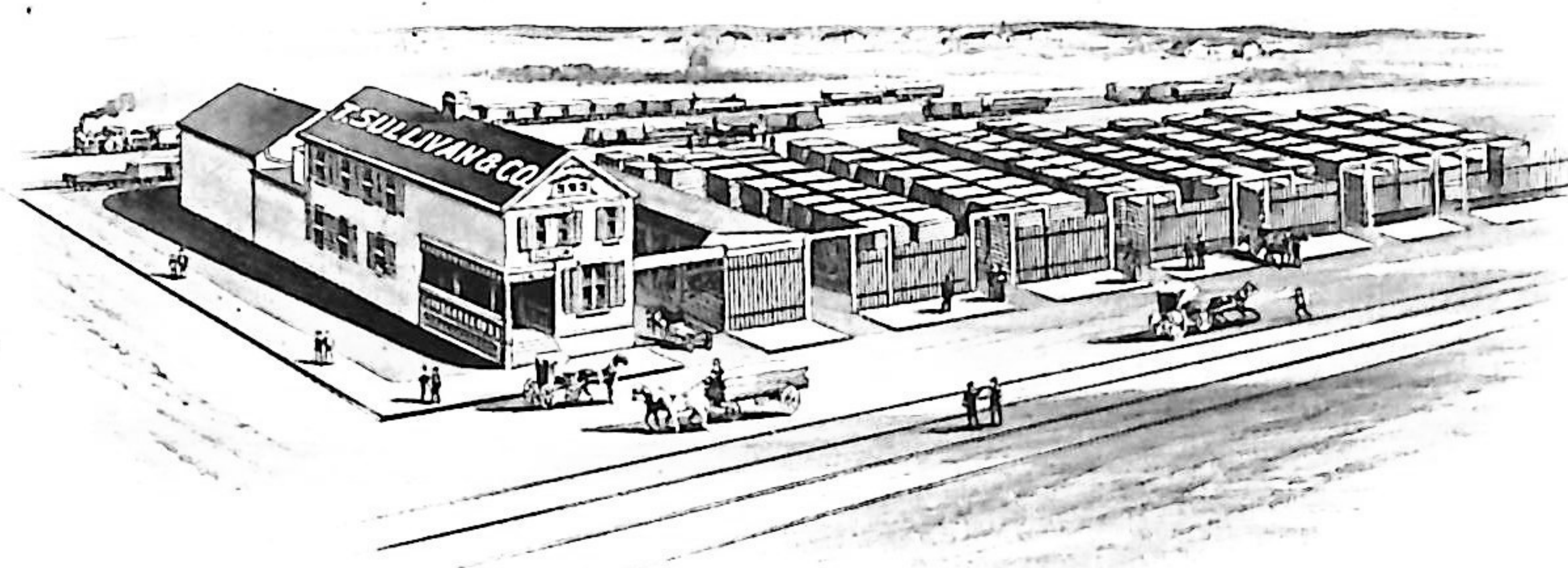


TIFFT FARM LUMBER YARDS AND PLANING MILL OF HURD BROS.

Wholesale Dealers in White and Norway Pine and Southern Yellow Pine Lumber, Rough and Dressed. Offices on Ganson Street.

This enormous business of Buffalo is done between the opening of navigation, which is usually early in April, and the close, in the middle of December. It is mainly carried on by the established lines of steamships, 12 in number, plying on all the lakes and bringing the city in touch with all the lake ports. A vast traffic accumulates here also on railroad account, and the transfer from ship to rail and *vice versa* here is a mainstay to the town.

This lake shipping business is, for the most part, freighting business in the heavy staples of commerce—lumber, grain, coal, iron, oil, etc.; and miscellaneous supplies of a bulky character, like sugar, machinery, general merchandise, etc. All the grain comes here by



MAIN OFFICE AND YARDS OF T. SULLIVAN & CO., Arthur Street, Cor. Niagara.

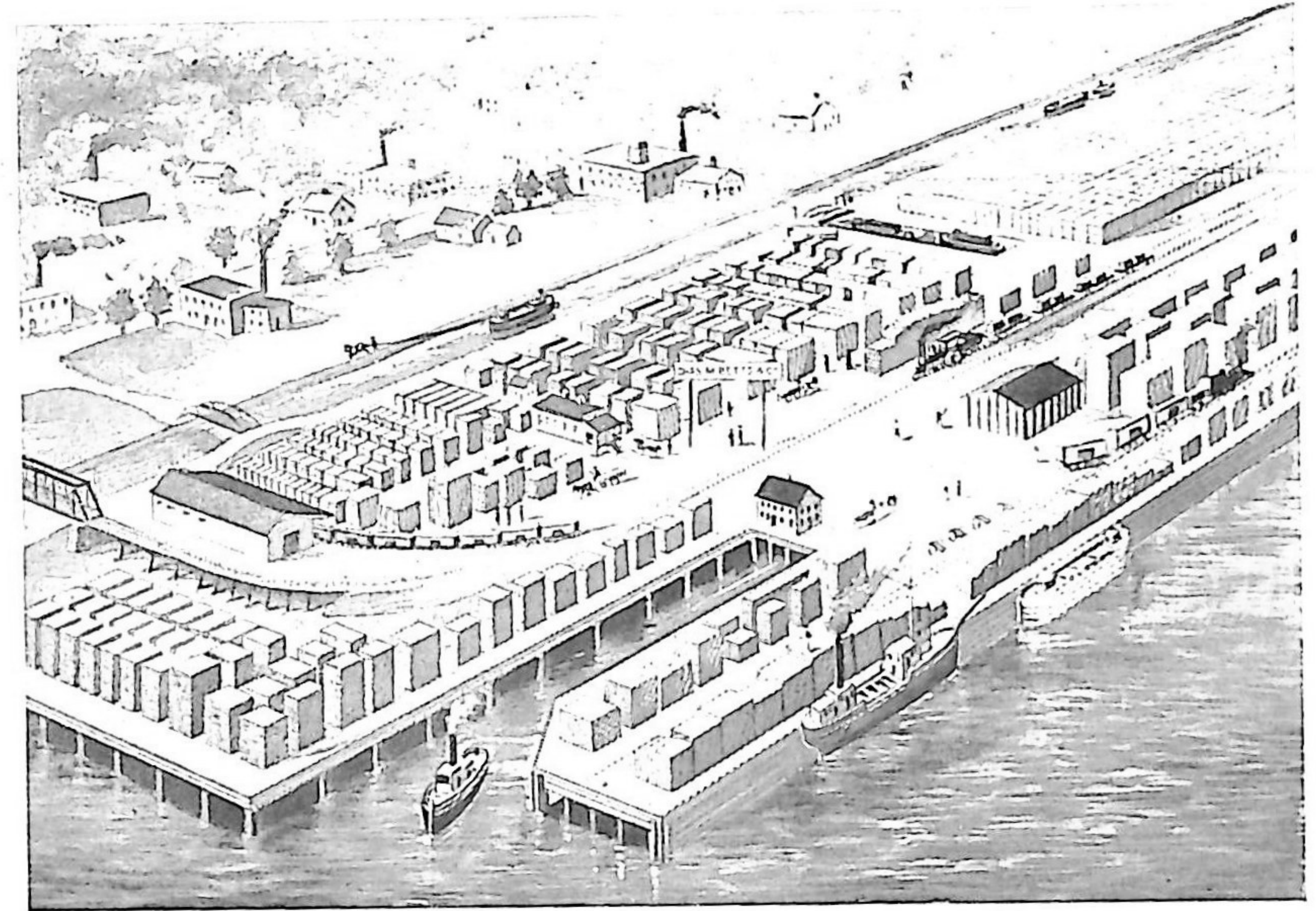
T. Sullivan, W. H. Sullivan, Wholesale Dealers in Hardwood Lumber. Elm and Ash a Specialty. Shipments made direct from Canada mills.



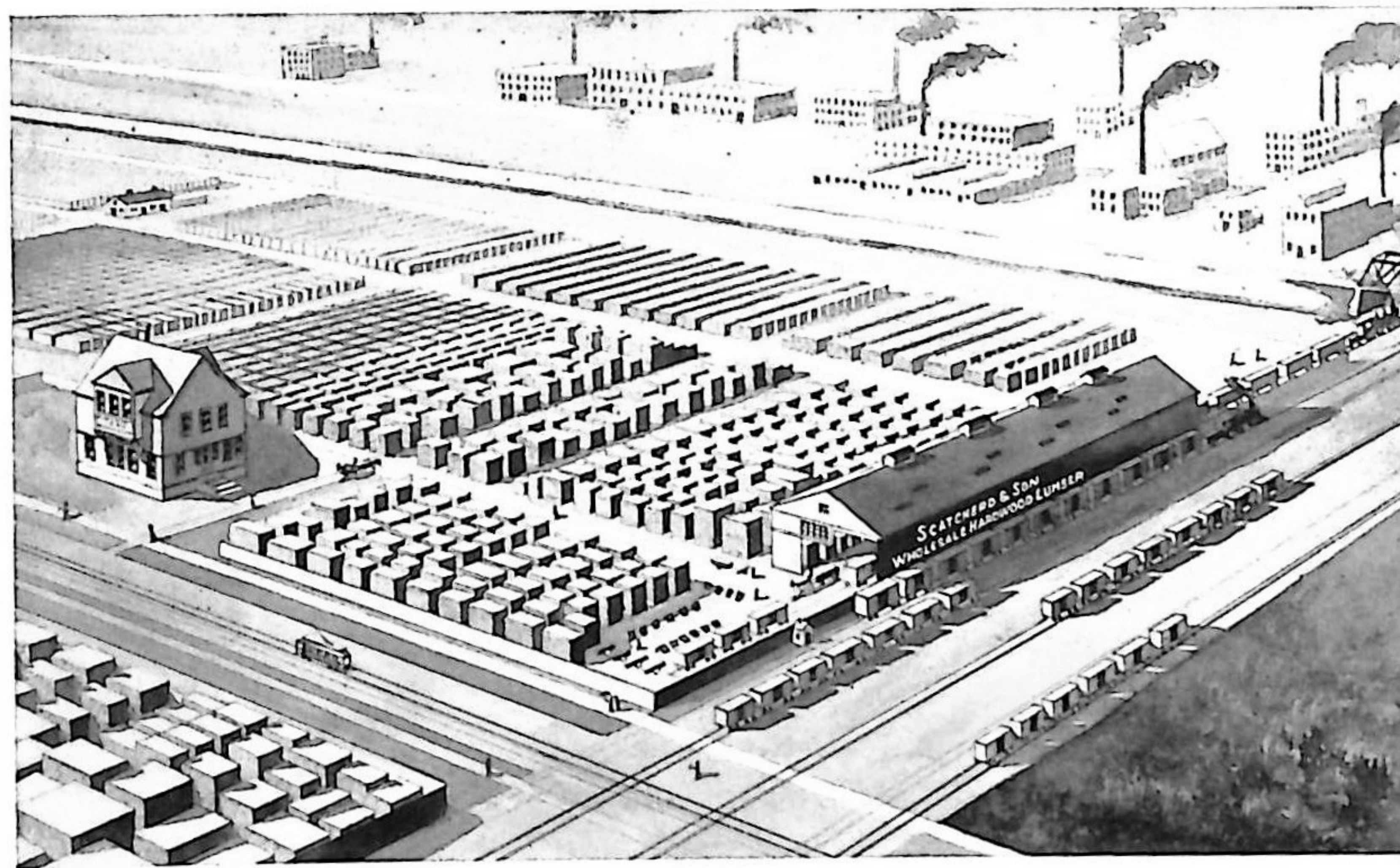
THE LATE JAMES N. SCATCHERD,
Of Scatcherd & Son, Wholesale Lumber
Merchants, 1053 Seneca Street.



JOHN N. SCATCHERD,
Of the Wholesale Hardwood Lumber
Firm of Scatcherd & Son,
1053 Seneca Street.



LUMBER YARDS OF CHAS. M. BETTS & CO., Foot of Hertel Avenue.
Wholesale Dealers in White Pine Lumber.



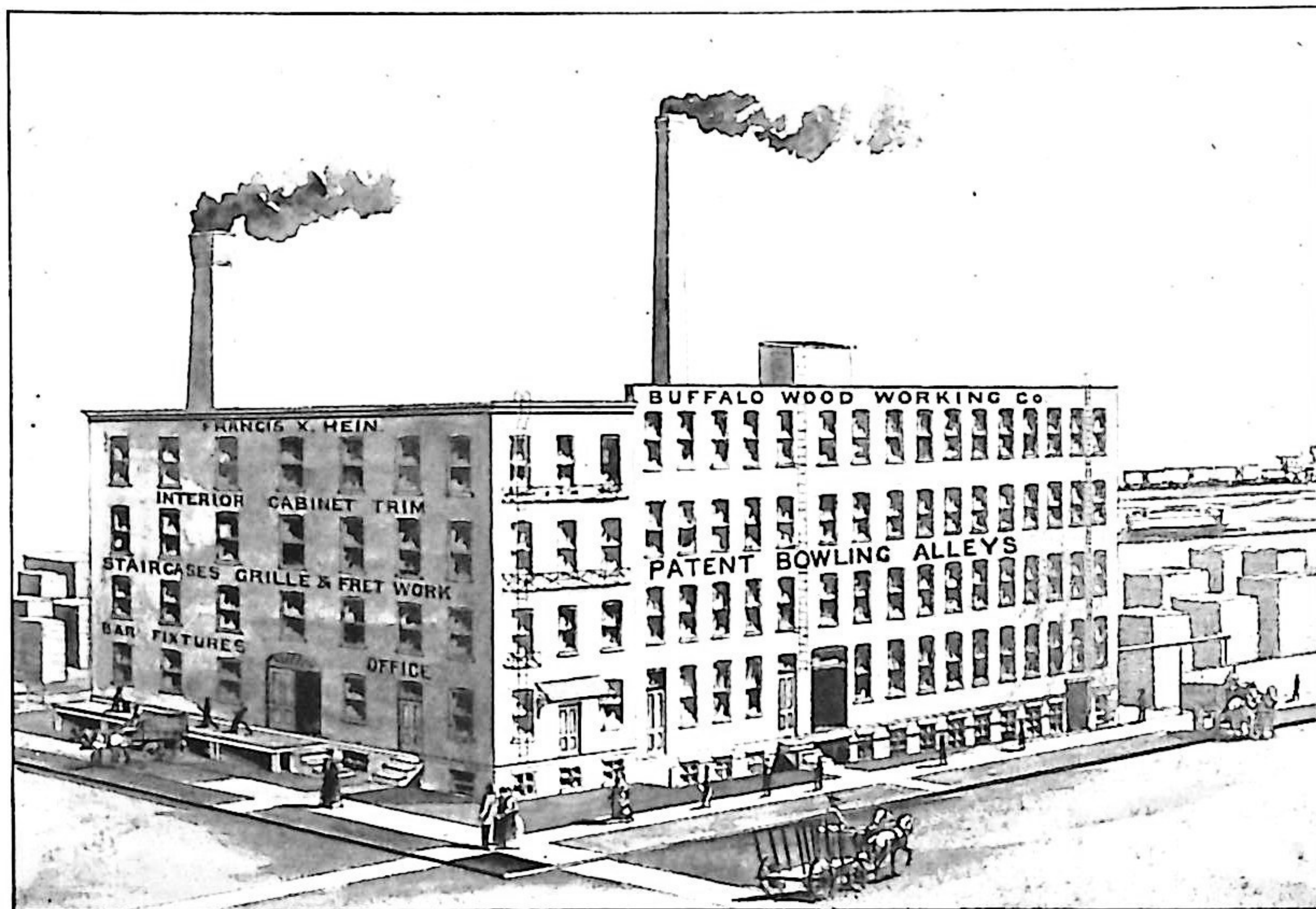
LUMBER YARDS OF SCATCHERD & SON, Wholesale Hardwood Lumber,
1053 Seneca Street.



E. D. COLIE,
Vice-president Buffalo Lumber Exchange.
Wholesale White Pine Lumber. Office
and Yards, Erie and River Streets,
Erie Basin.



C. WALTER BETTS,
Of Chas. M. Betts & Co. President
Lumber Exchange, 1896.



PLANT OF THE BUFFALO WOOD WORKING CO., 35 to 45 Henry Street.
Manufacturers of Office, Store and Bar Fixtures. Fine Artistic Work a Specialty.

ship, although it goes from here by both rail and canal; coal, on the other hand, comes here by rail, and is distributed by ship; lumber comes and goes by both routes. The shipping enlivens business here greatly. Large numbers of men earn a livelihood through them on the docks as well as on board.

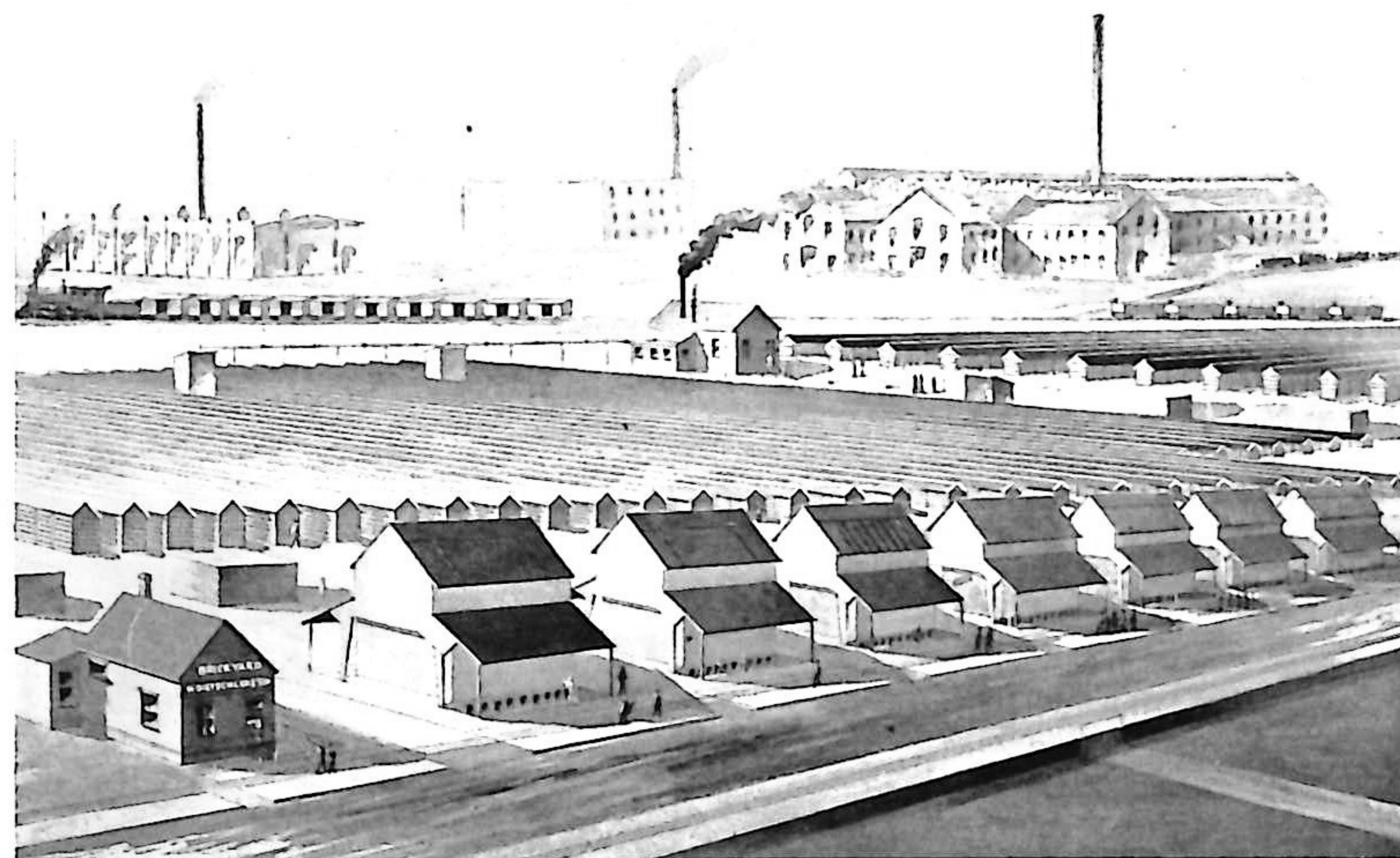
The larger number of vessels are in the lines owned or controlled by the railroads; but there are several independent lines. Steam has supplanted the sail largely everywhere on the lakes, and tows of a propeller and consorts are a favorite method of transportation on these inland waters.

In Buffalo, by the Custom House records, 388 vessels of 192,000 tons gross are owned. Only two lake

ports, Cleveland and Port Huron, exceed it in tonnage, and only the latter in number owned. Among the craft owned here are 217 steamers, 59 canal boats, 32 sailing vessels and 34 barges; and of the steamers 40 are iron. The number of vessels wintering here ranges from 140 to 250. Last winter, 1896-7, 98 propellers and steam-barges laid up here during the closed season, besides 29 schooners and barges, and 14 harbor and canal tugs.

SHIPBUILDING.

In Buffalo there are only two concerns of any size that build ships. These are the Union Dry Dock Co. and the Mills Dry Dock Co.



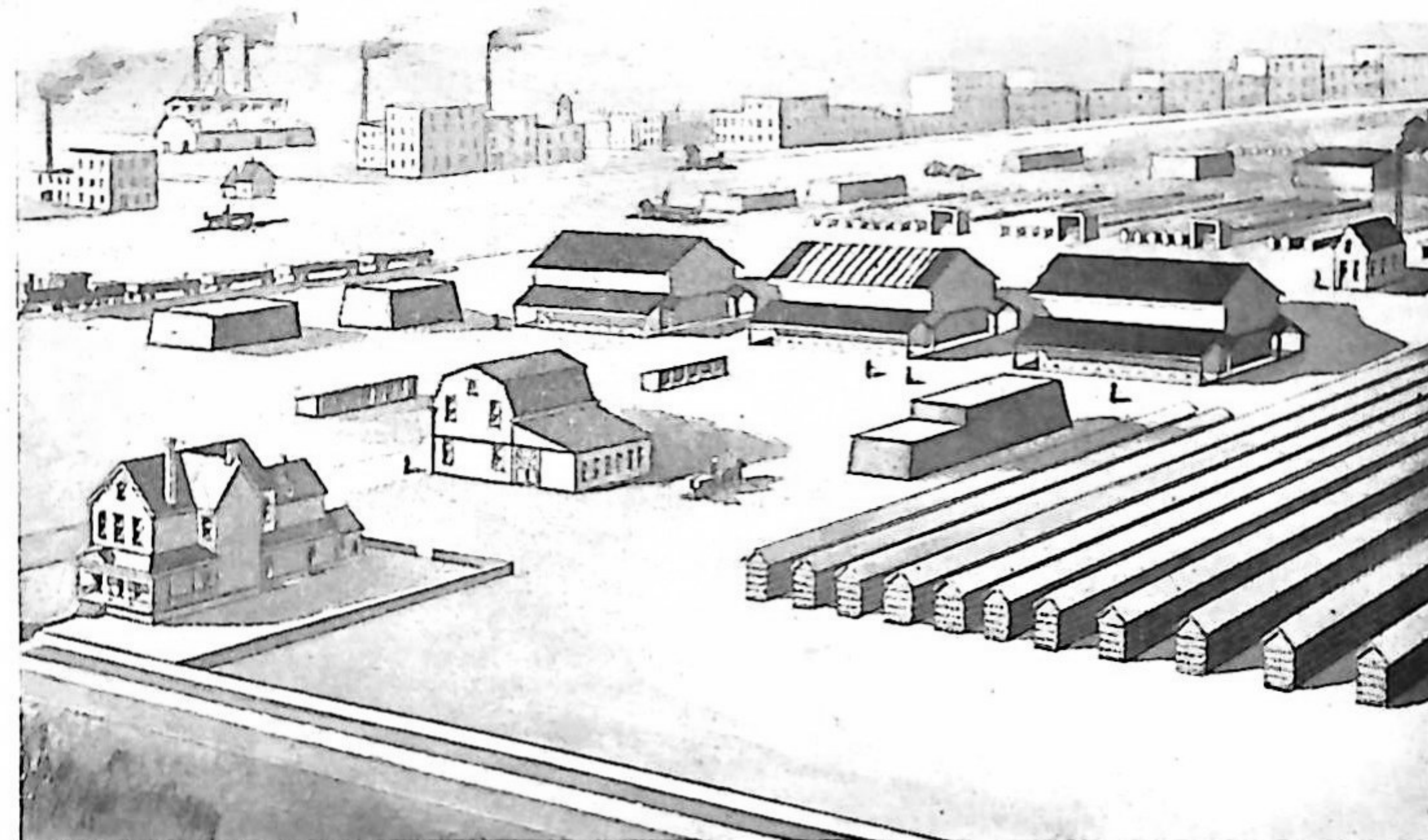
BRICK YARDS OF HENRY DIETSCHLER & SON, Weiss Street, near Clinton.
Dealers in all kinds of Brick, common Stock and Pressed.



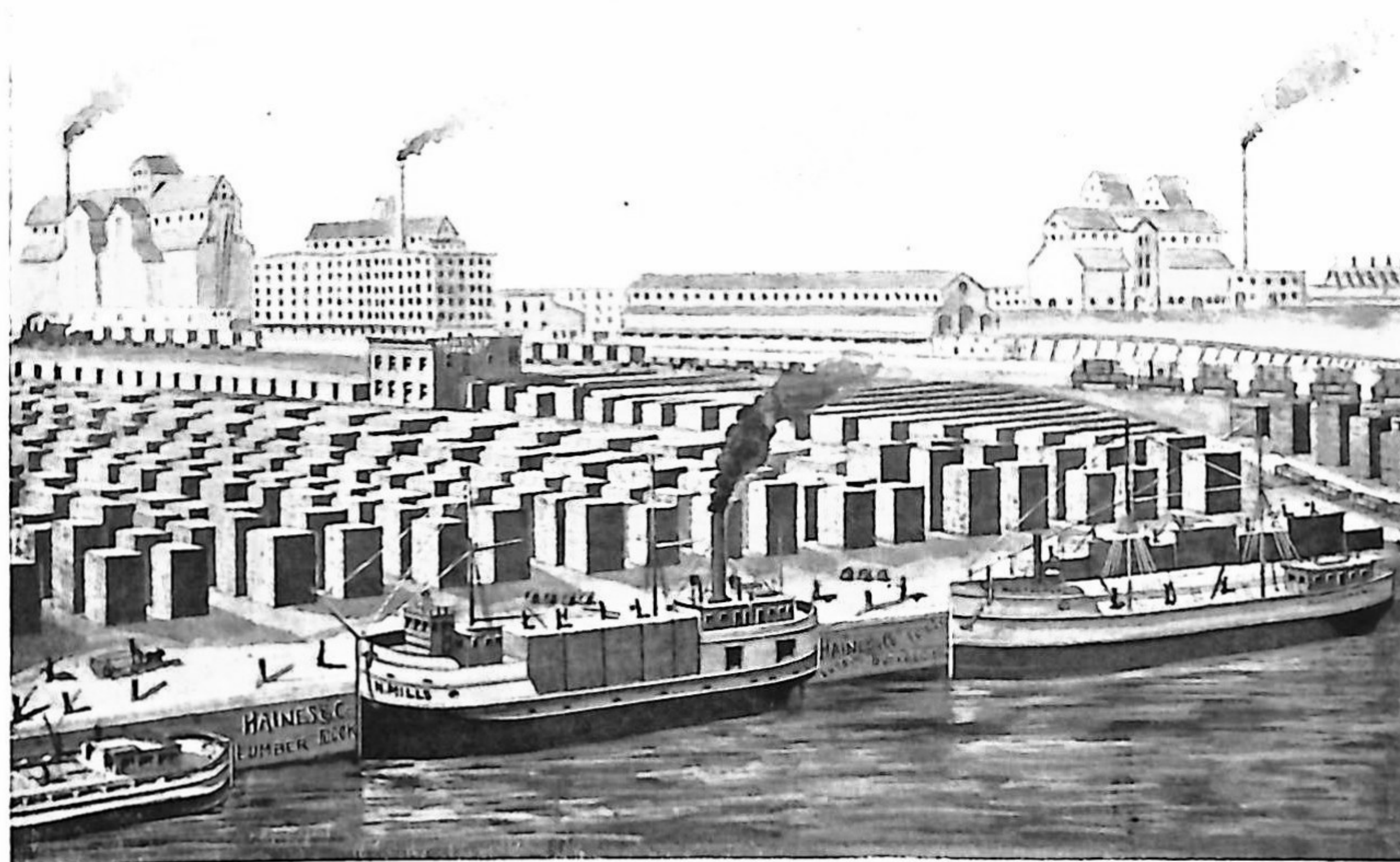
F. W. HAAKE,
Brick Manufacturer, 1472 Clinton Street.

The Union is owned by the Erie R. R. The premises cover ten acres.

There are two docks on the place, as represented in a picture herein (page 22). Their dimensions and capacity are given in the lines under the cut. The equipment is complete for building and repairing boats, iron and wooden vessels—in fact, of



YARDS AND PLANT OF F. W. HAAKE, Brick Manufacturer, 1472 Clinton Street.



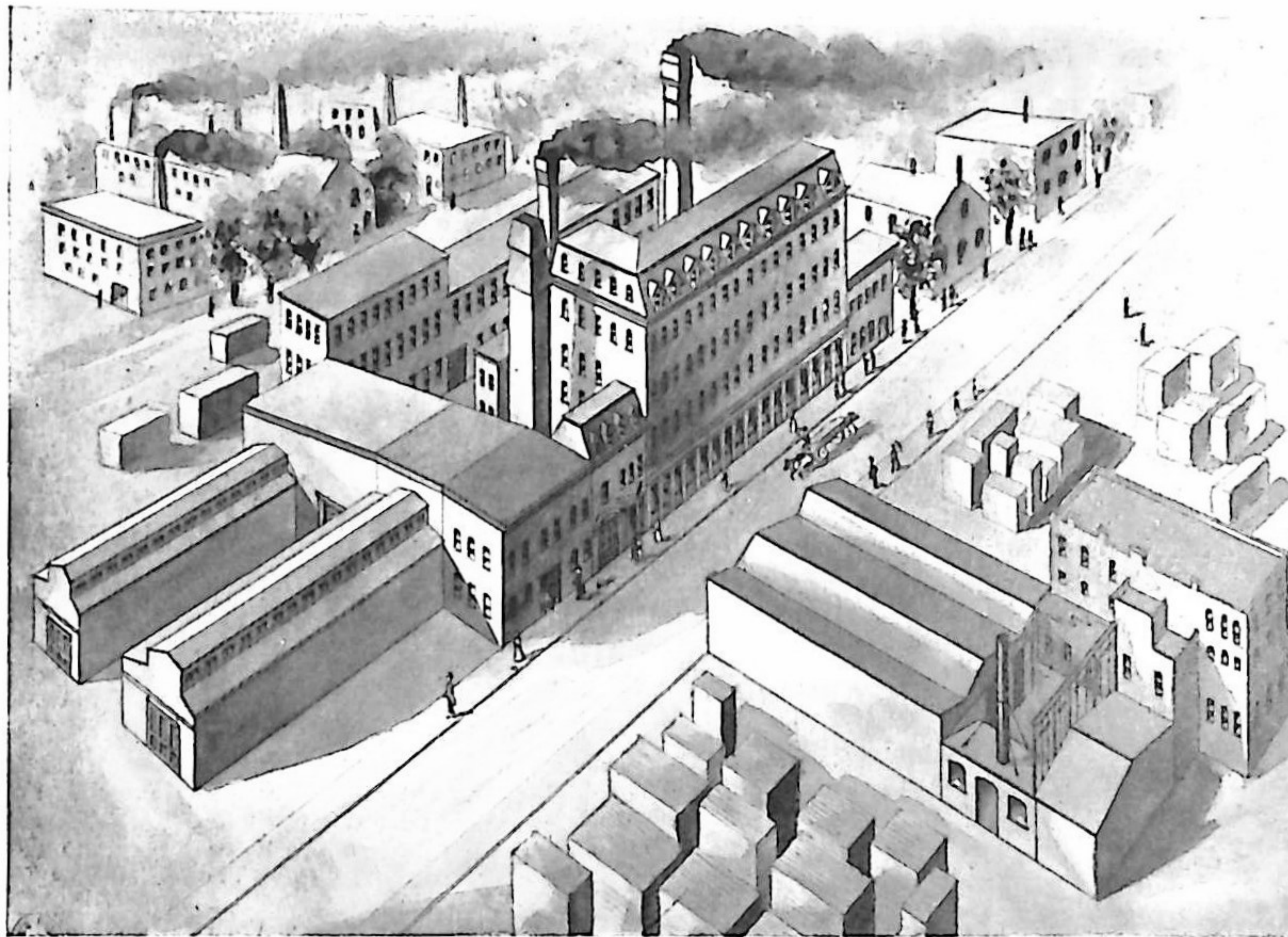
LUMBER YARDS OF HAINES & CO., 255 Erie Street.

Wholesale Lumber Dealers. Carrying in stock White Pine and Norway Lumber and Lath, White Pine Shingles, and Washington Red Cedar Shingles and Siding.

all kinds—embracing saw mills, machine shops, etc. Iron ships are built by this company principally. There is now on the stocks a craft of 4,000 tons carrying capacity, to cost about \$225,000; and this year, 1897, they will probably build six or seven vessels. They employ at this dock and yard, when running full, about 800 hands.



THE LATE EMMOR HAINES,
Of Haines & Co., Wholesale Lumber
Dealers, 255 Erie Street.



PLANING MILL AND YARDS OF JOSEPH METZ, 292 Elm Street.

The Mills dock is used for repairing entirely, and handles wooden craft only; or but seldom does anything in iron. The plant is not large. It employs from 25 to 50 men.

There is a little building done by private parties in the way of canal boats or an occasional scow or tug; but this is so insignificant it hardly

makes any showing in the returns for the industry.

In 1896, nine new vessels were built here of 3,650 total tons. This was the largest business done here in the shipbuilding line since 1888. It included the large steam propeller "Ramapo" of the Union Steamboat line, a vessel of 3,000 tons measurement, five steam yachts, a tug and two barges.



JOSEPH METZ,
Contractor and Builder. Office and
Mill, 292 Elm Street.

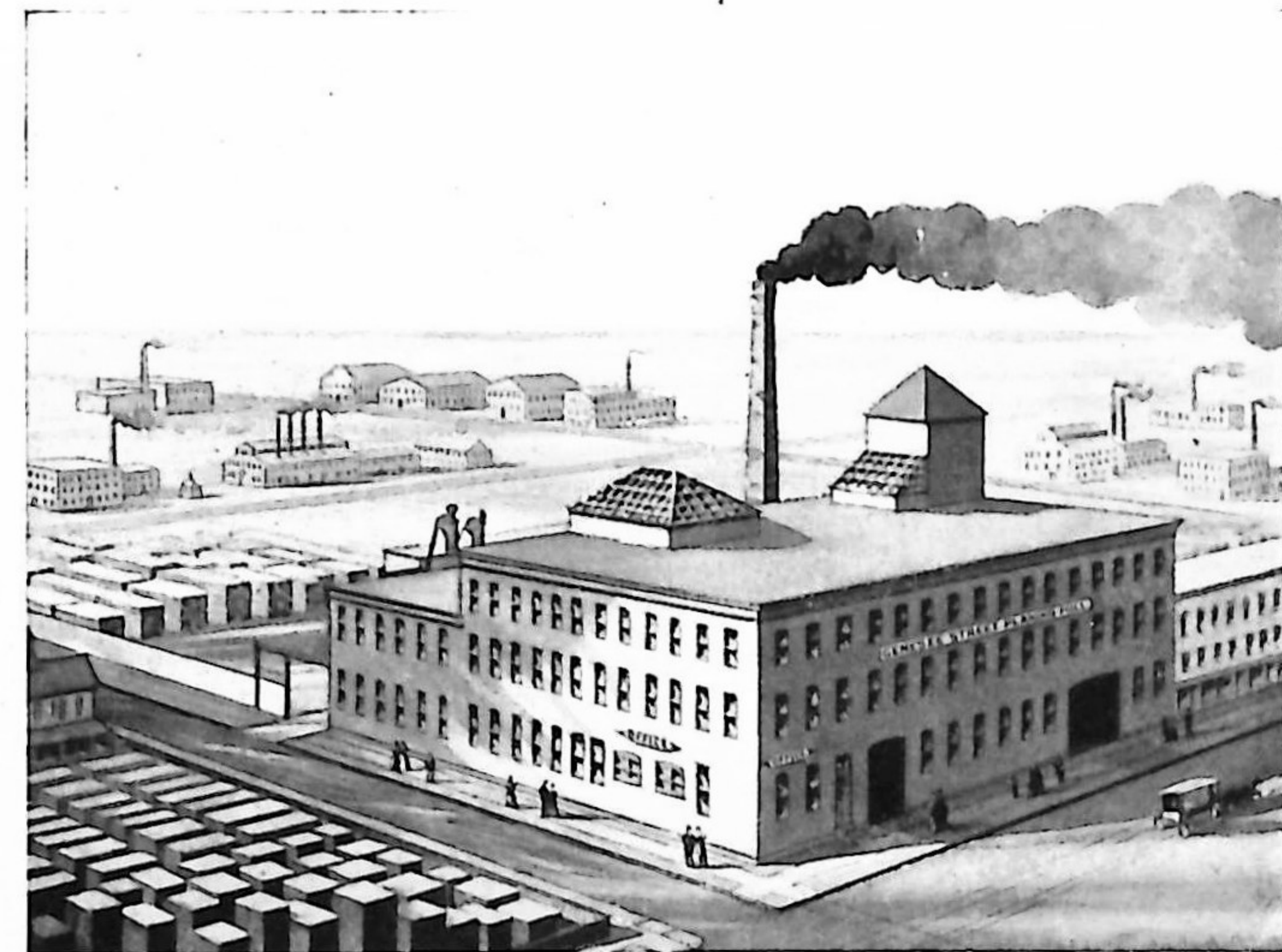


JACOB JAECKLE,
Of Jaeckle & Co., Contractors and Builders,
and Proprietors Genesee Street
Planing Mill, 915 Genesee Street.



JOHN P. ZENNER,
Of Jaeckle & Co., Contractors and Builders,
and Proprietors Genesee Street
Planing Mill, 915 Genesee Street.

[95]



THE GENESEE STREET PLANING MILL, Jaeckle & Co., Proprietors,
915 Genesee Street.

Product: Flooring, Ceiling, Siding, Sash, Doors, Blinds, and Mouldings.



THE LATE JOHN LAYCOCK,
Of the Laycock Lumber Co. (the old Black Rock mill), Established 1861, and supplying since timber for most of the docks, coal trestles, factories, etc., of the city. Business now conducted by O. S. Laycock, Offices, 17 Builders' Exchange.

STEAMSHIP LINES.

THERE are 12 permanent lines of lake steamships sailing out of Buffalo, aggregating a fleet of 83 vessels, and representing a tonnage of more than 250,000 tons.

These lines are as follows:

1. The Western Transit Co.'s Line.
2. The Union Steamboat Line.
3. The Anchor Line.
4. The Lackawanna Line.
5. The Northern Steamship Co.'s Line.
6. The Lehigh Valley Line.
7. The Union Transit Co.'s Line.
8. The "Soo" Line.
9. The Wabash Line.
10. The Clover Leaf Line.
11. The Cleveland & Buffalo Line.
12. The Red Star Line.

These all have membership in the Association of Lake Lines, of which C. C. McCain, Ellicott Square, is



W. L. CURTISS,

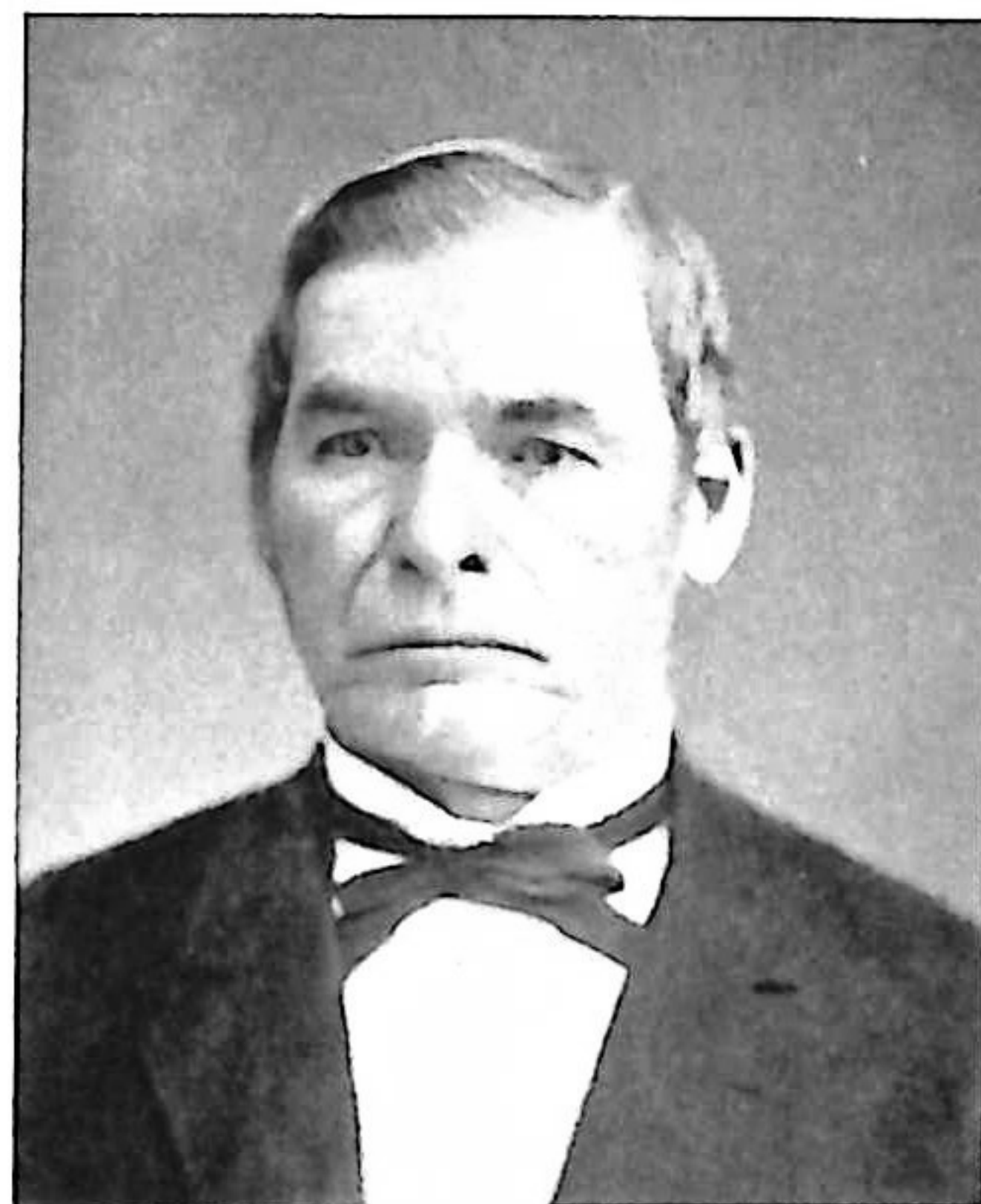
Dealer in Railroad Ties and Oak Lumber, with facilities for filling large contracts at short notice.

commissioner; and they are also members of the Lake Carriers' Association which has headquarters at Cleveland, but of which Chas. H. Keep of Buffalo is Secretary. The first named of these organizations has to do more par-



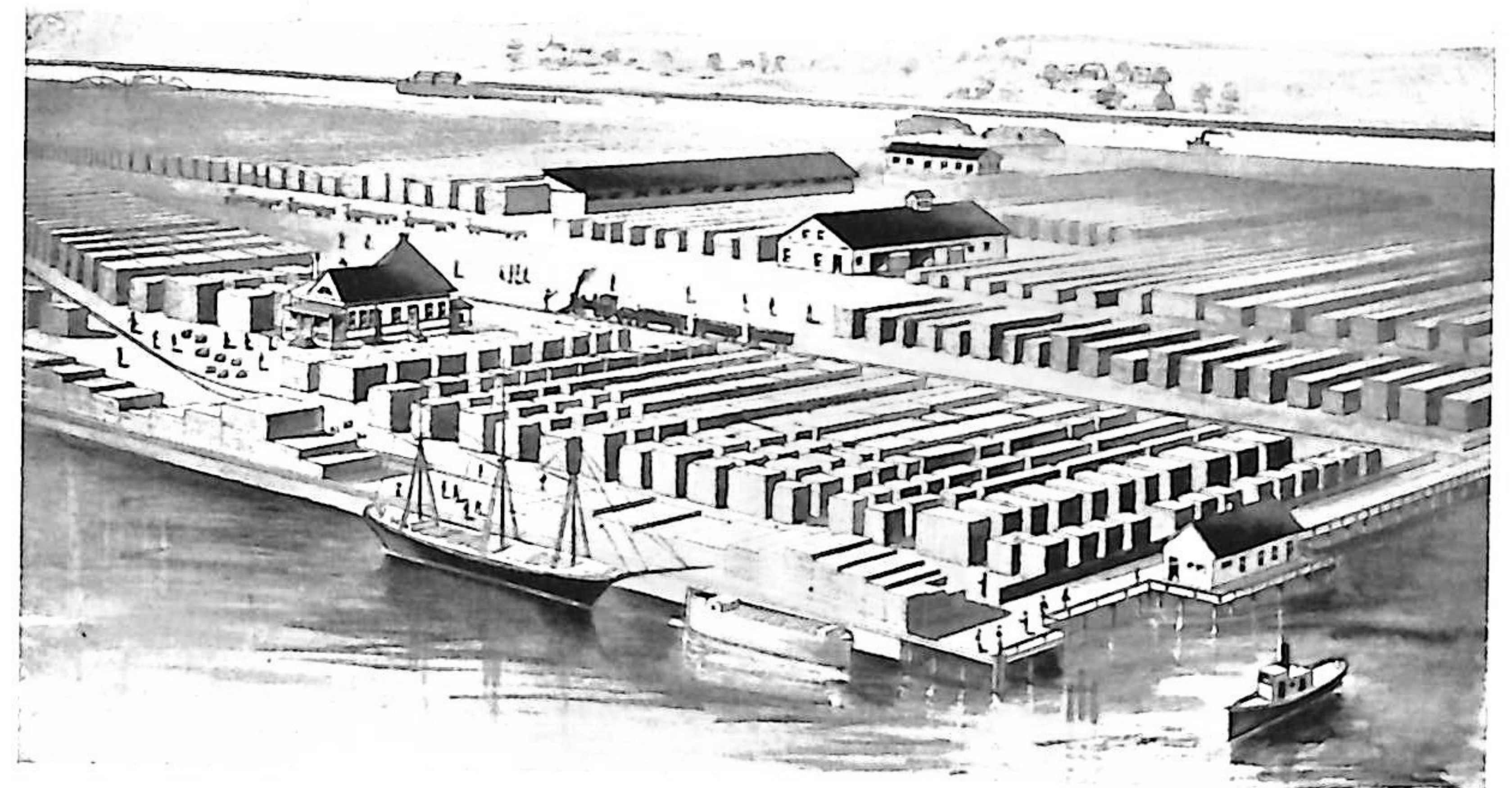
THE LATE HENRY MONTGOMERY,

Of Lee, Holland & Co., Manufacturers and Wholesale Lumber Dealers. For five years, and until his death, he was President of the Eastern Sash, Door and Blind Association.



GEORGE ZIMMERMANN,

Dealer in Pine and Hemlock Building Lumber, Shingles, Laths, Etc. Established 1849. Office and Yard, 309 Pine Street. Branch Yard, 35 to 41 Cypress Street.



LUMBER YARDS OF HOLLAND, GRAVES & MONTGOMERY, Hertel Avenue.
Wholesale Dealers. These yards cover 26 acres, and have capacity for 25 million feet of lumber.



W. W. REILLEY,
Wholesale Poplar and Cypress. Sales
Agent Bowman Lumber Co.; Eastern
Agent Louisiana Cypress Lumber
Co. Ltd., 402 Mooney Building.

ticularly with freight rates; the other with the general interests of the lines, such as legislation, matters of navigation, etc.

The following sketches describe briefly these various lines:

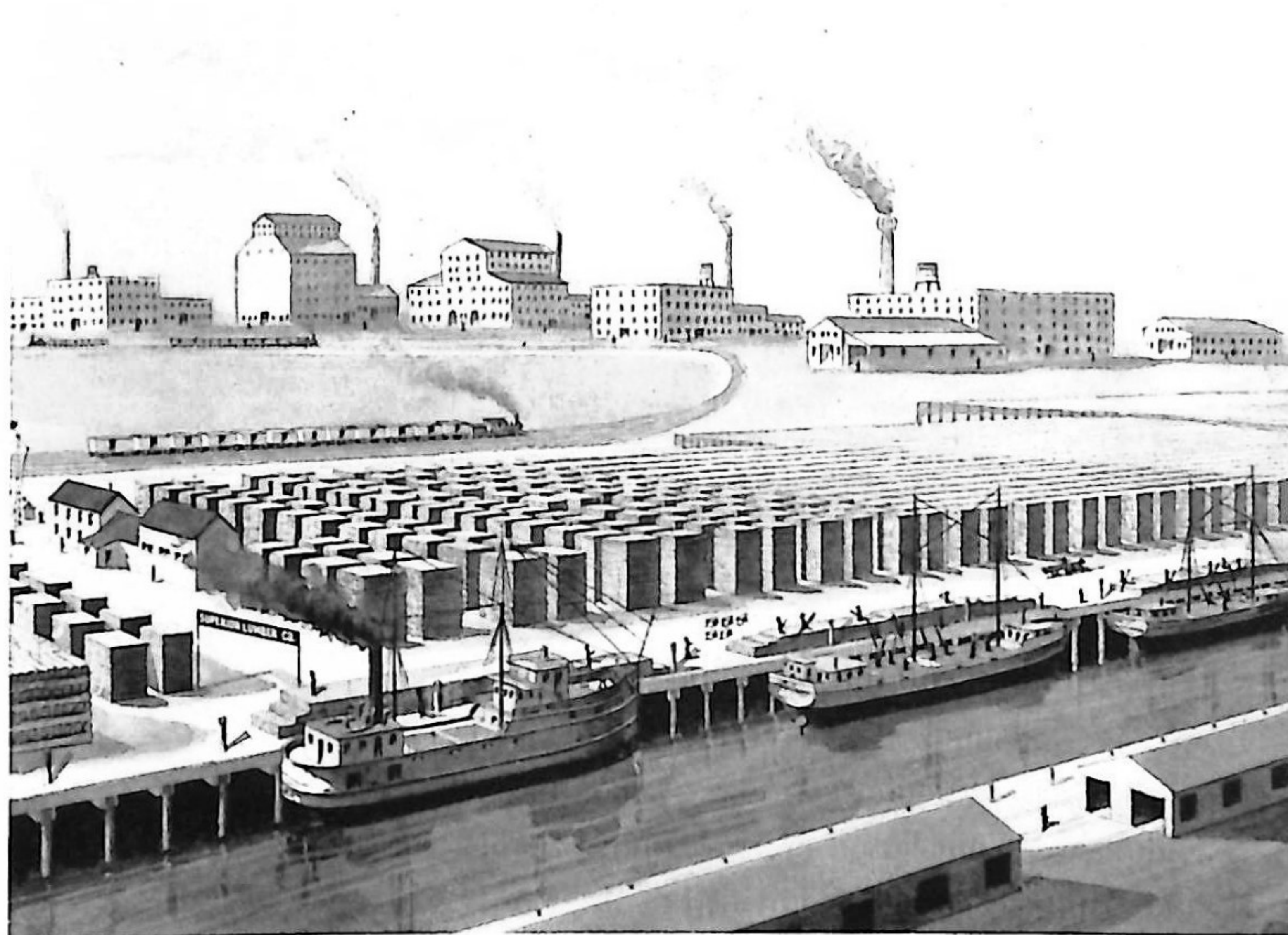


JOHN McLEOD,
Of John McLeod & Co., Wholesale Lumber
and Shingles, 46 Niagara Street.

The Western Transit Co.'s line of 13 boats is the line of the New York Central Railroad. It is a freight line entirely, operated between Buffalo and Chicago and Buffalo and Duluth, touching en route at



JOHN A. OLIVER,
Wholesale Dealer in Hardwood Lumber.
Special Bills Cut to Order.



OFFICE, YARDS AND DOCKS OF THE SUPERIOR LUMBER CO., Tifft Farm, Buffalo.
Manufacturers and Wholesale Lumber Merchants. Mills in Ashland, Wis.

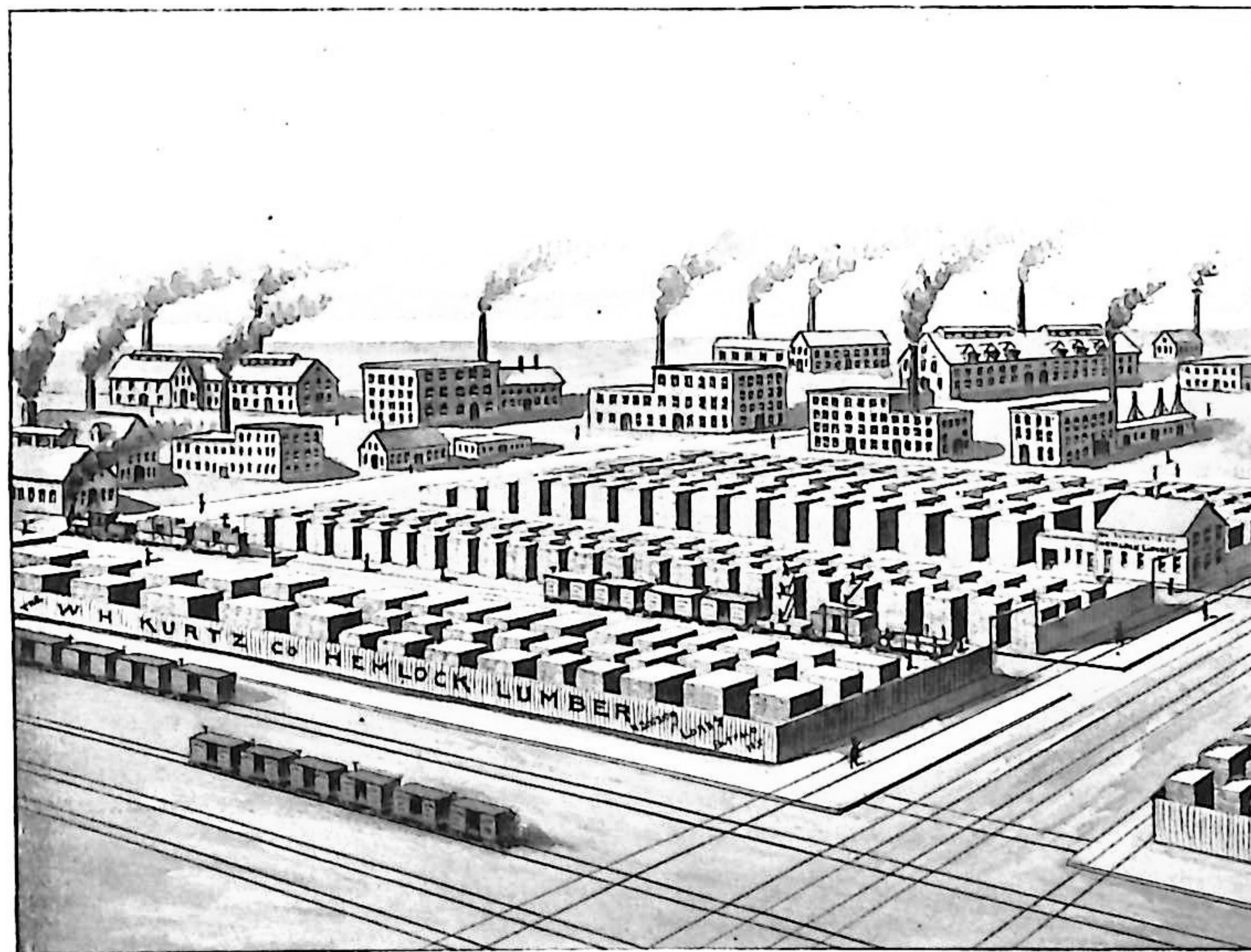


YARDS OF THE NIAGARA LUMBER CO., Louisiana and Mackinaw Streets.
Carrying an assorted stock of Mahogany, Cherry, Plain and Quartered Oak, Black and White Ash, Maple, Birch, Elm, Basswood, Etc. Uptown Offices, 275 Washington Street.



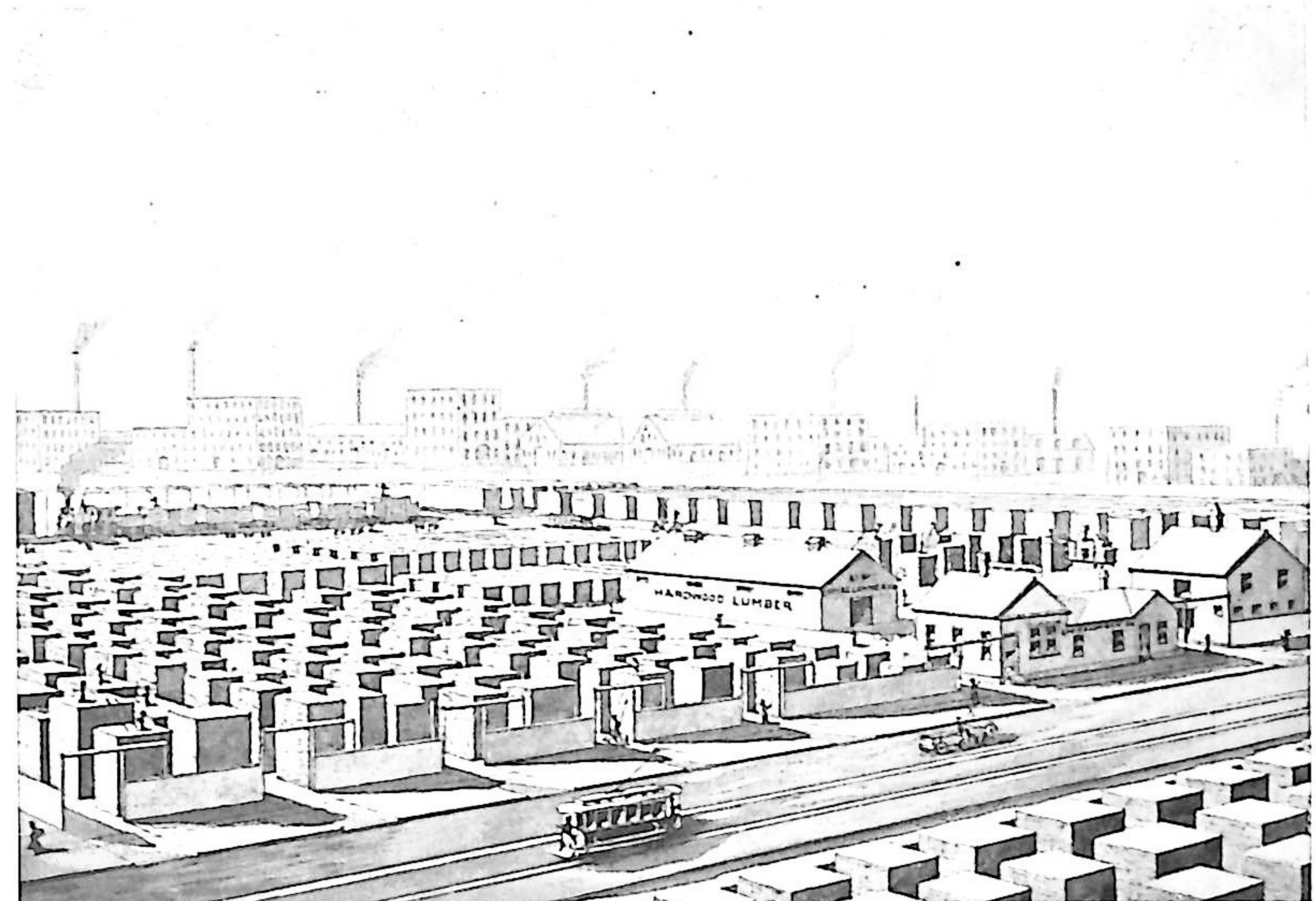
M. A. REEB,
Wholesale and Retail Dealer in Imported
Portland and Domestic Cements, Lime,
Plaster Paris, Hair, Marble Dust, Fire
Brick, Fire Clay, Mortar Colors,
Etc. 599 Michigan Street.

Cleveland, Detroit, Sault
Ste. Marie, Portage,
Marquette and other
principal ports. The
boats are 1,000 to
2,700 tons registered
capacity, and the princi-
pal business is grain and
package freights. The
time made by them is
60 hours to Chicago and
84 to Duluth. G. L.
Douglas is vice-president



LUMBER YARDS OF THE W. H. KURTZ COMPANY,
Foot of North Division Street.
Main Offices, 10 Builders' Exchange.

[98]



YARDS OF THE EMPIRE LUMBER CO., 1142 Seneca Street.
Wholesale Dealers in all kinds of Hardwood Lumber.

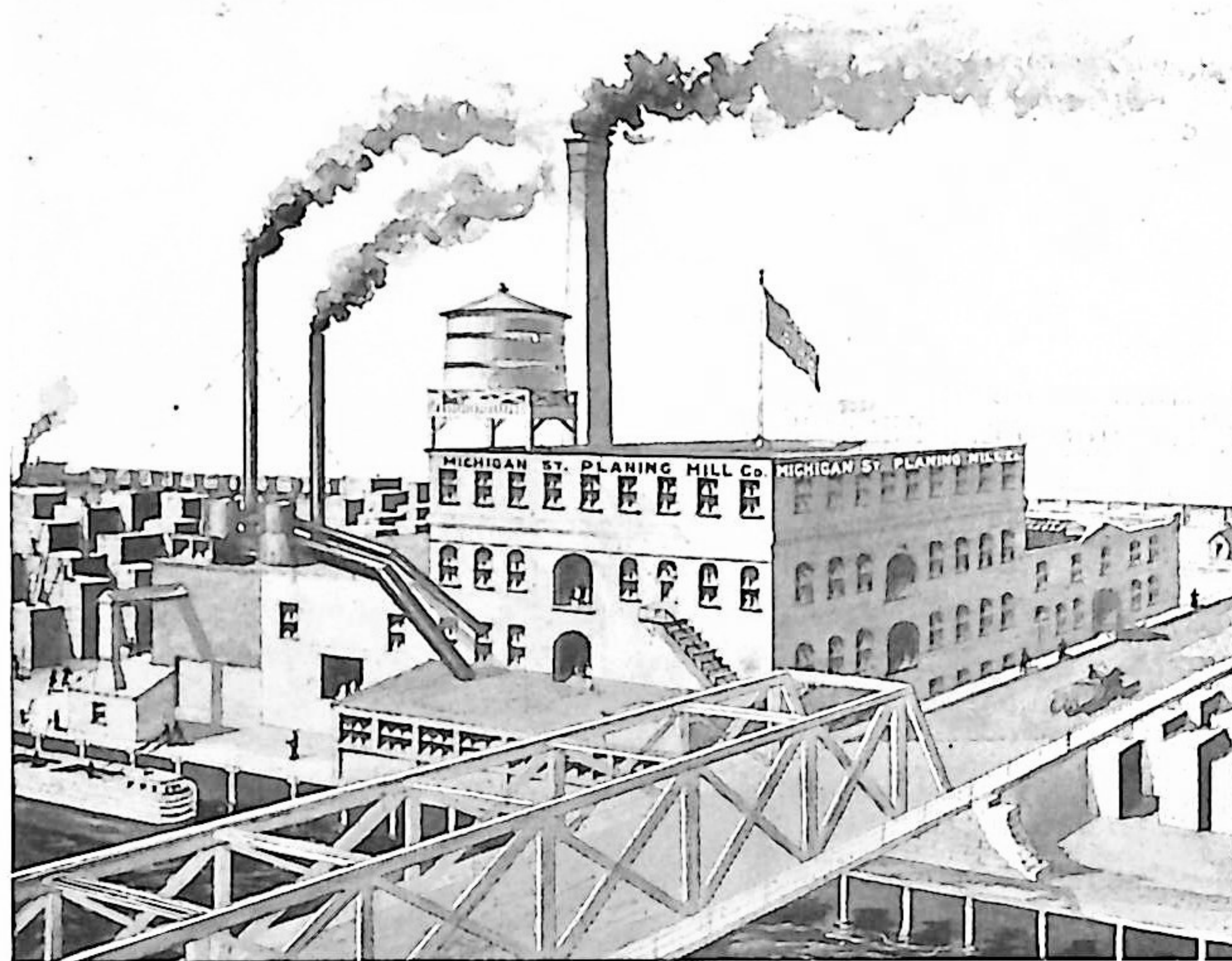
and general manager of this line, which is one of the
most important traversing the Lakes.



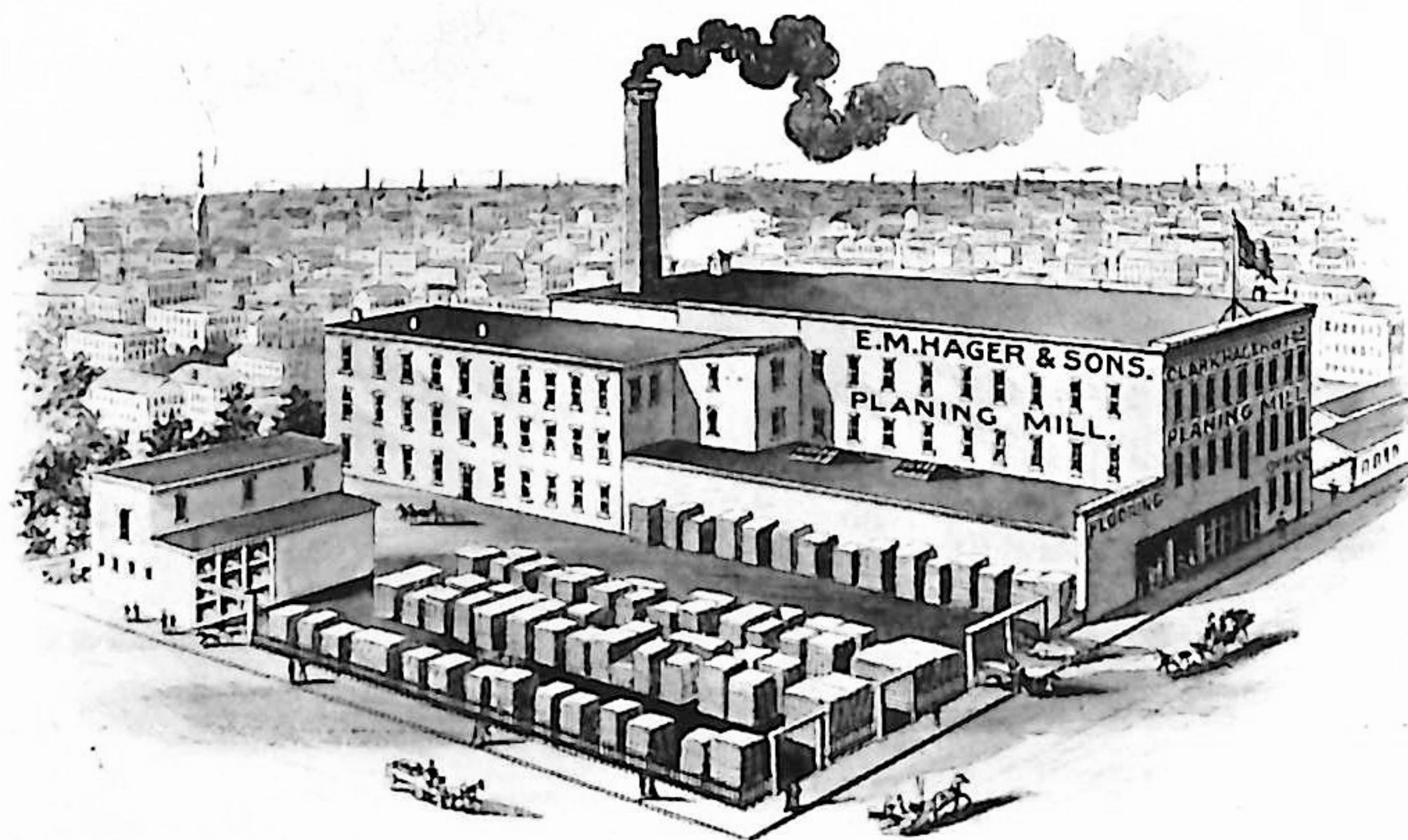
F. H. GOODYEAR,
Chairman Buffalo and Susquehanna R. R.
Co., and of F. H. & C. W. Goodyear,
Lumber Dealers and Railroad Own-
ers, 960 Ellicott Square.



C. W. GOODYEAR,
Vice-president and General Manager Buffalo
and Susquehanna R. R. Co., and of F. H.
& C. W. Goodyear, Lumber Dealers and
Railroad Owners, 960 Ellicott Square.



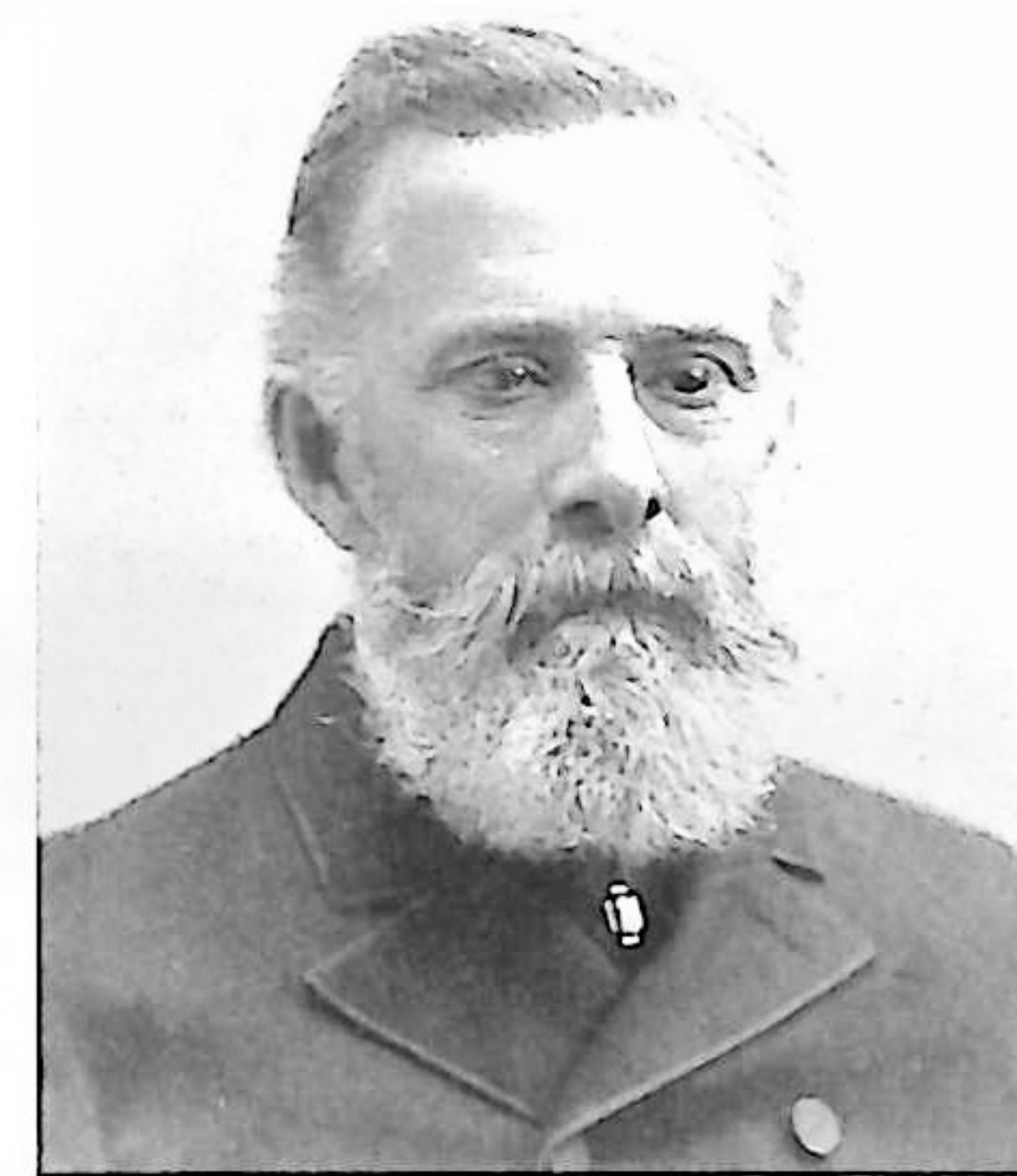
PLANT OF THE MICHIGAN STREET PLANING MILL CO.,
Michigan Street and Canal.



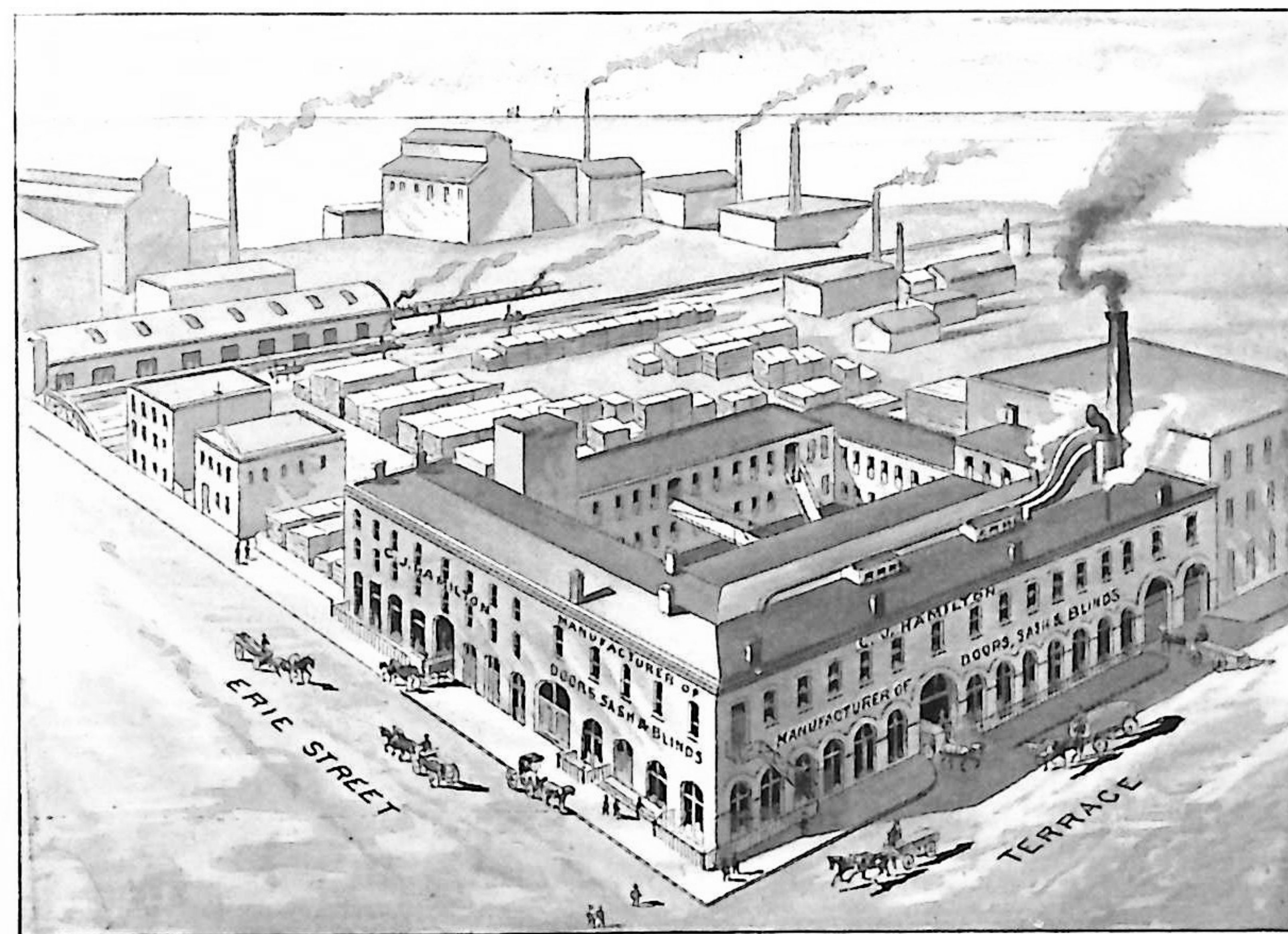
PLANING MILL AND LUMBER YARDS OF E. M. HAGER & SONS,
141 to 153 Elm Street,
Contractors and Builders, and Manufacturers of Sash, Blinds, Doors, Mouldings,
Dressed Lumber, Flooring and Siding.

The "Anchor Line" of the Erie & Western Transportation Co. is owned and operated as an auxiliary of the Pennsylvania Railroad System. Its boats, 17 in number, of which all but three are freight steamers, run between Buffalo and Duluth through Lakes Erie, St. Clair, Huron and Superior, and between Buffalo and Chicago and Milwaukee through Lakes Erie, St. Clair, Huron and Michigan.

These boats touch at Erie, Pennsylvania, Cleveland, Ohio, Detroit,

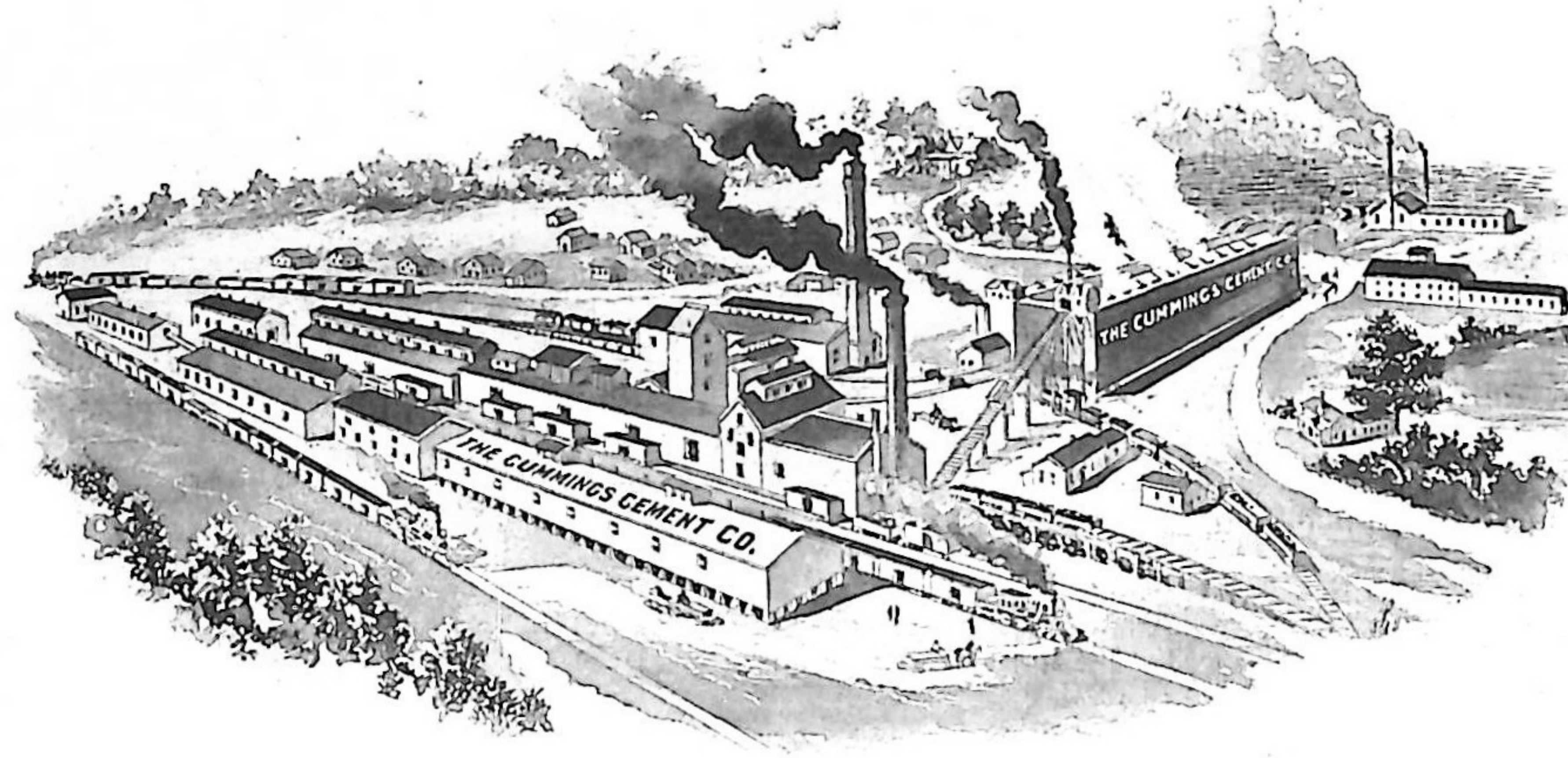


THE LATE C. J. HAMILTON,
Founder of The C. J. Hamilton Co., Manufacturers of Doors and Blinds, Erie and Terrace Streets.



WORKS OF THE C. J. HAMILTON CO., Erie and Terrace Streets,
Manufacturers of Doors and Blinds. Specialties: Veneered Doors, and Cypress, White Wood and Pine blind-tenoned doors.

Port Huron,
Sault Ste. Marie,
Marquette,
Houghton, Hancock,
and West Superior,
Michigan, in going to
Duluth; and at the first three
named on the route to Milwaukee
and Chicago. The passenger



WORKS OF THE CUMMINGS CEMENT COMPANY, Akron, N. Y.,
Manufacturers of Hydraulic Rock Cement and Portland Cement. Established 1854. Largest in the United States. General Offices, Ellicott Square, Buffalo, N. Y. New England Office, Stamford, Conn.

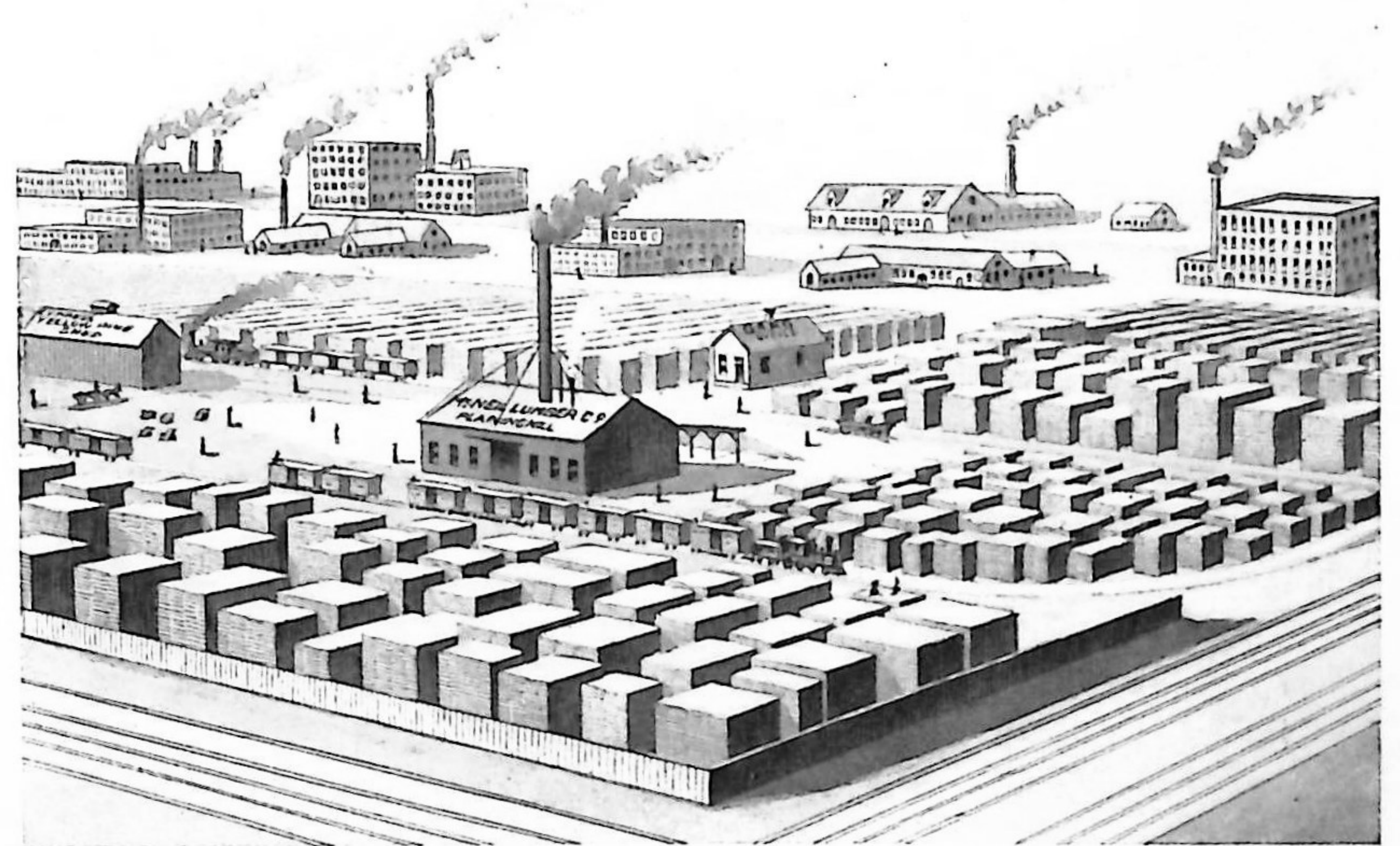
capacity of from
2,000 to 3,000
tons each. The
sailing time is
four days to Chi-
cago and six
days to Duluth.
The principal
freights carried
are grain and
farm products,
east-bound; gen-
eral merchandise
west.



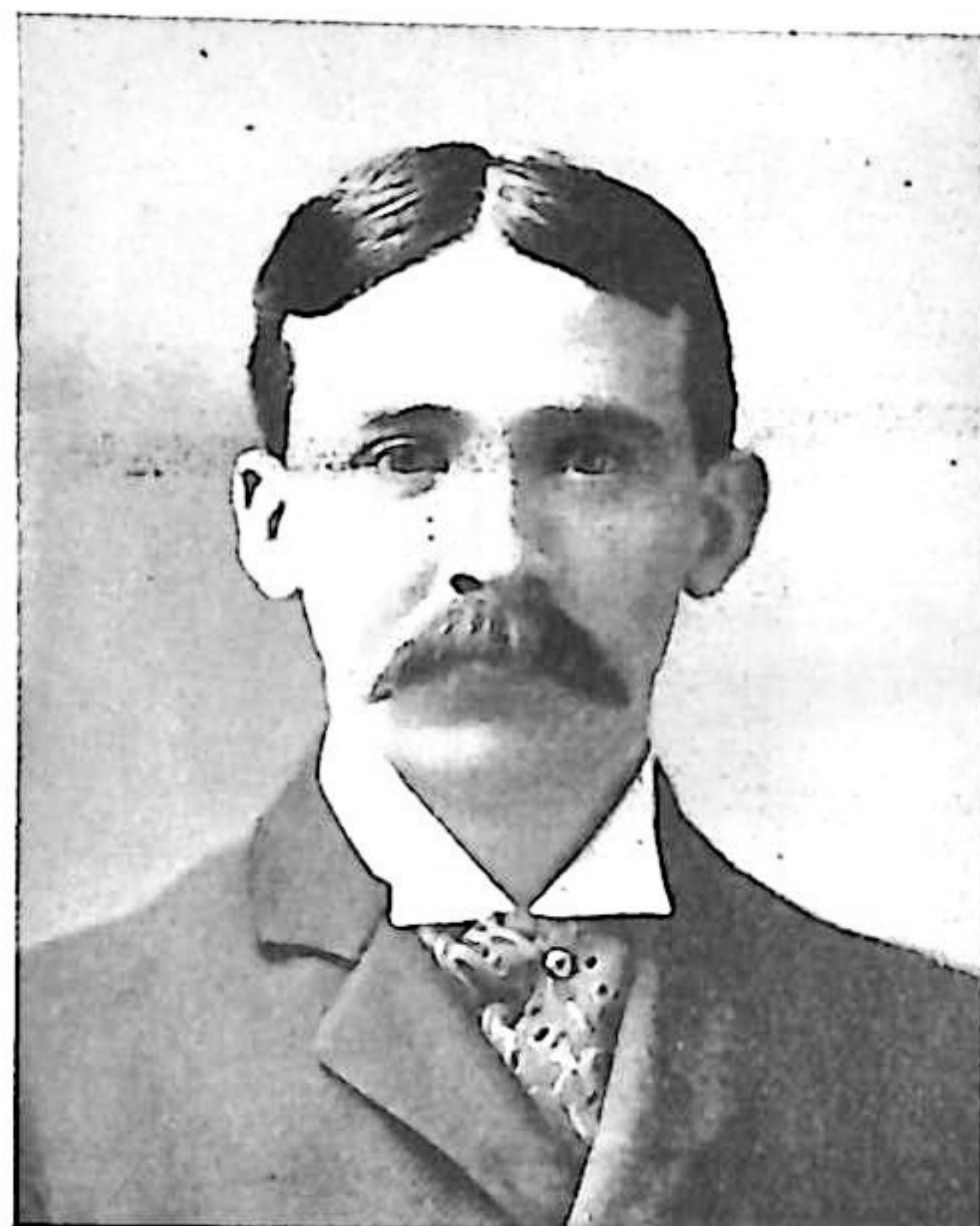
RESIDENCE OF PETER McNEIL, (Wholesale
Lumber) 424 Richmond Avenue.

steamships of the line,
"India," "Japan" and
"China," run on the
Duluth route only.
They also make of
Mackinac Island, and
other summer resorts,
ports of call, and do
an extensive business
in the season. These
passenger boats have
accommodations for
about 200, and are
equipped especially for
the business. The
freight boats of the
line have a carrying

[100]



LUMBER YARDS OF THE McNEIL LUMBER CO., 922 to 952 Seneca Street.
Offices, 930 Guaranty Building. Peter McNeil, Manager.



ANDREW JAMIESON,
Commission Lumber Dealer, 90 White
Building.

This line lands here at Atlantic Dock. E. T. Evans is the manager here.

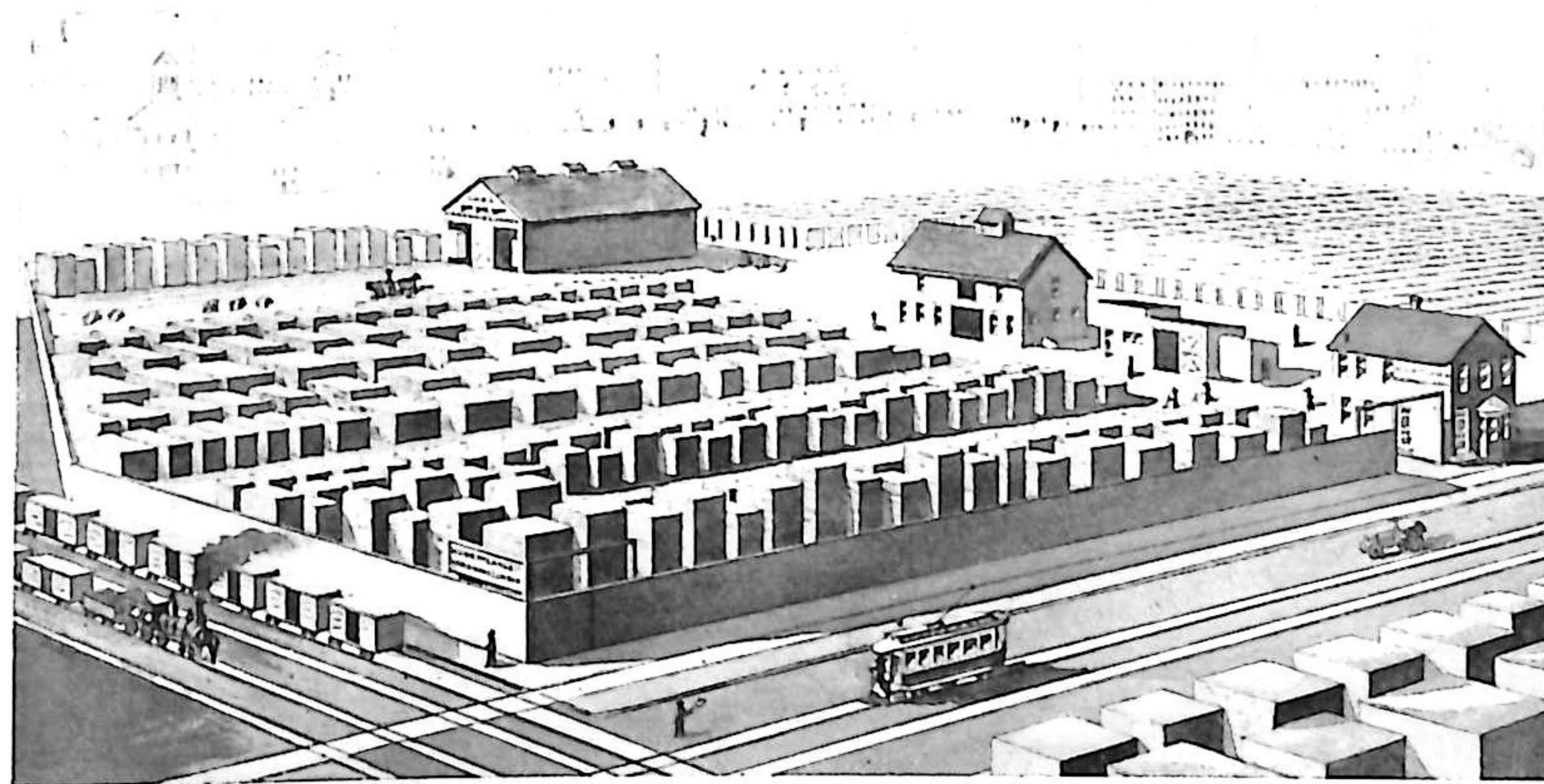
The Union Steamboat Line of the Erie R. R. Co. covers the lake route between Buffalo on the one hand and Chicago and Milwaukee on the other, a distance of about 900 miles, or 60 to 80 hours' run. This line consists of eight boats, ranging from 2,400 tons for the two smallest to 4,000 and 4,200 for the two largest, the "Ramapo" respectively and "Starucca."

This is a freight line, exclusively carrying grain and grain products East, and general merchandise West. Chas. Paine is its general manager.

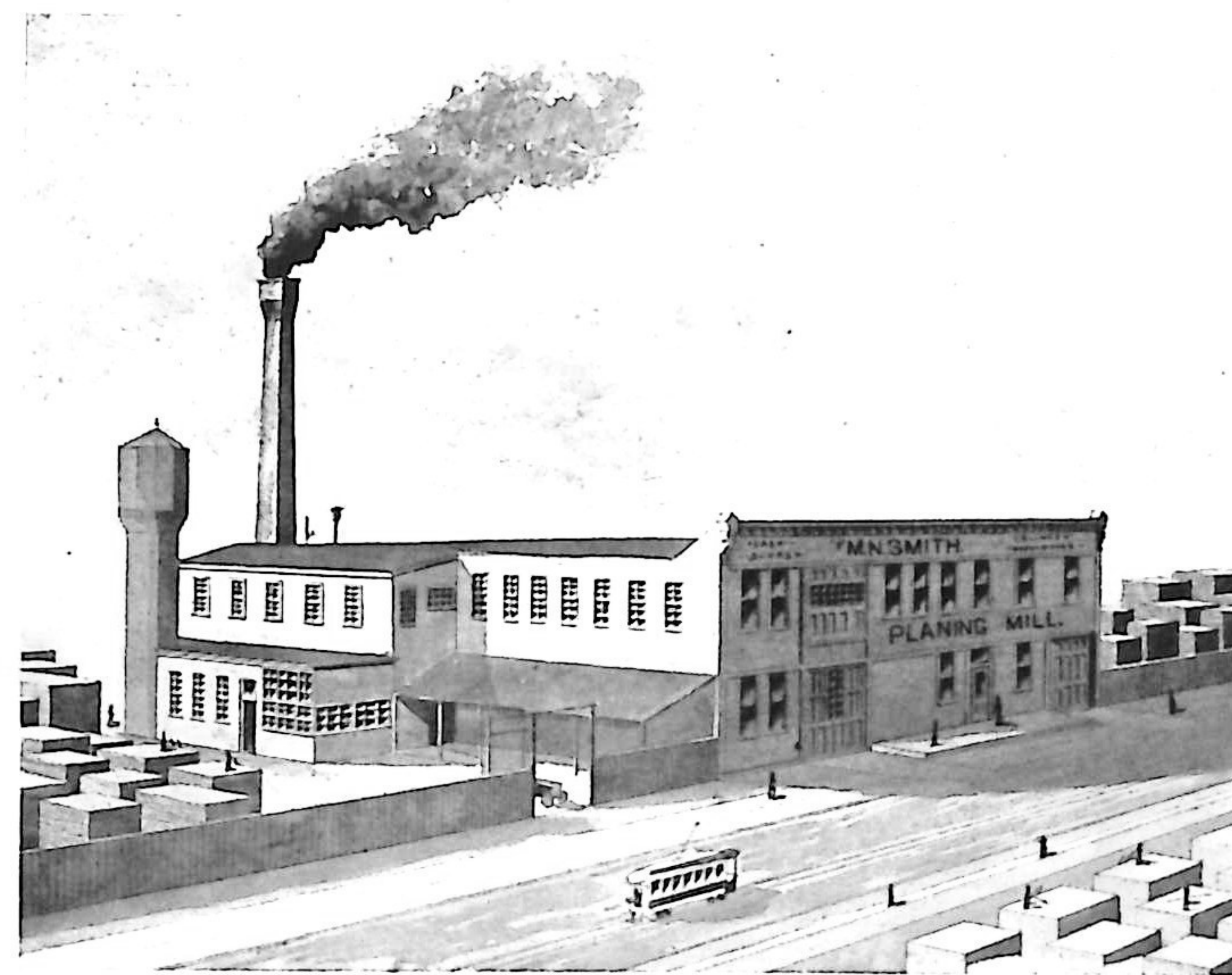


M. N. SMITH,
Contractor and Builder, 407 Rhode
Island Street.

The Northern Steamship Co., an auxiliary of the Great Northern Railway System of the Northwest (the northern



LUMBER YARDS OF HUGH McLEAN & CO., 1072 Seneca Street.
Wholesale Dealers in Hardwood Lumber.



PLANING MILL AND LUMBER YARDS OF M. N. SMITH, 407 Rhode Island Street.
Contractor and Builder.

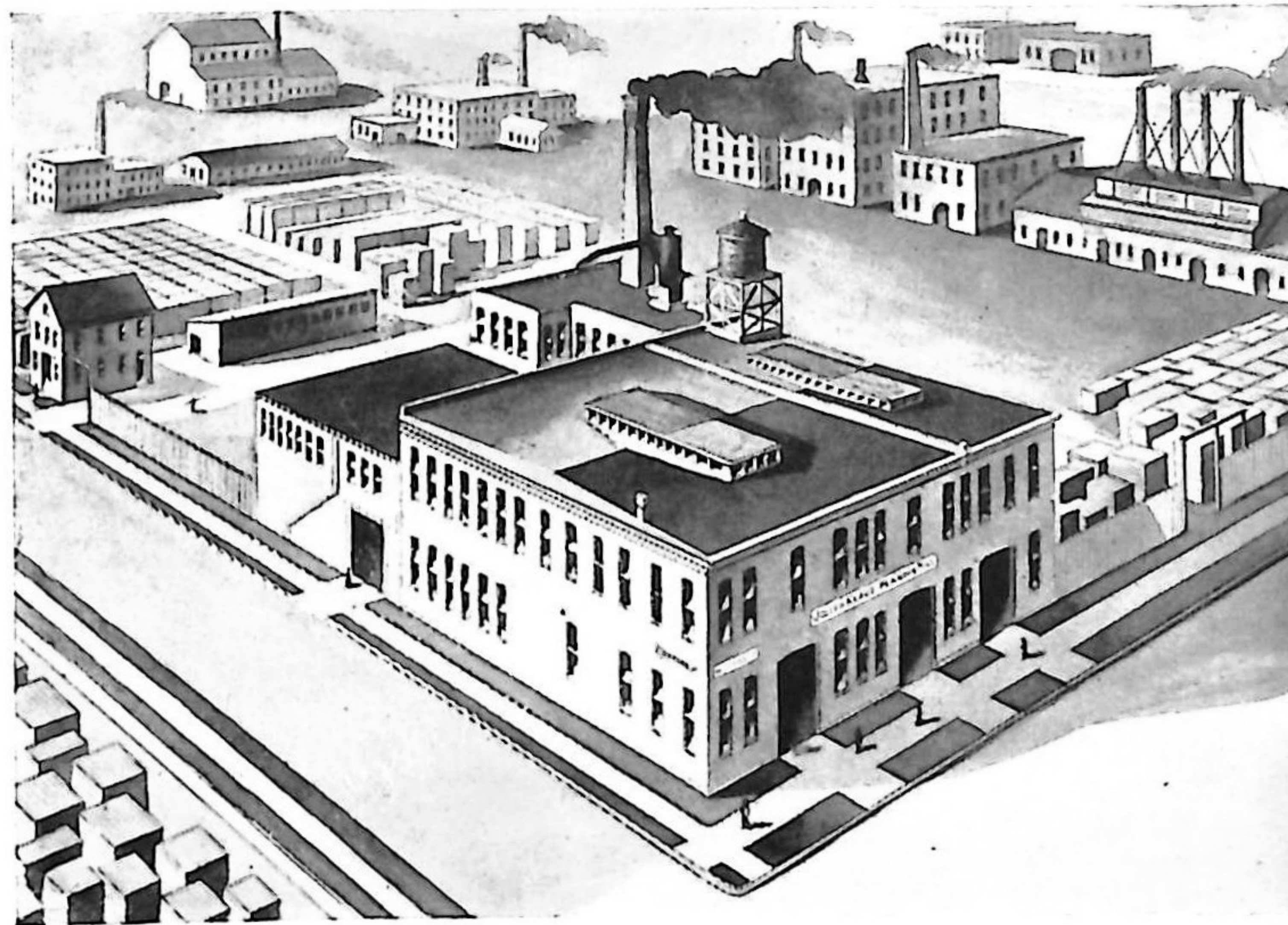


WALTER PHELPS,
Dealer in Cedar Telegraph and Tele-
phone Poles, 2354 Main Street.

transcontinental line), operates with two large A1 modern iron steamships, the "North Land" and "North West," the finest passenger service of the lakes. These two boats are 5,000 tons register, the largest in these waters. They ply between Buffalo and Duluth, and make the trip in about three days. In addition, the company runs six regular freight steamers, and sometimes chartered boats besides, over the same route. The freight boats make three and four sailings a week, the passenger boats two. The distance traversed by the passenger boats of the line is 1,065



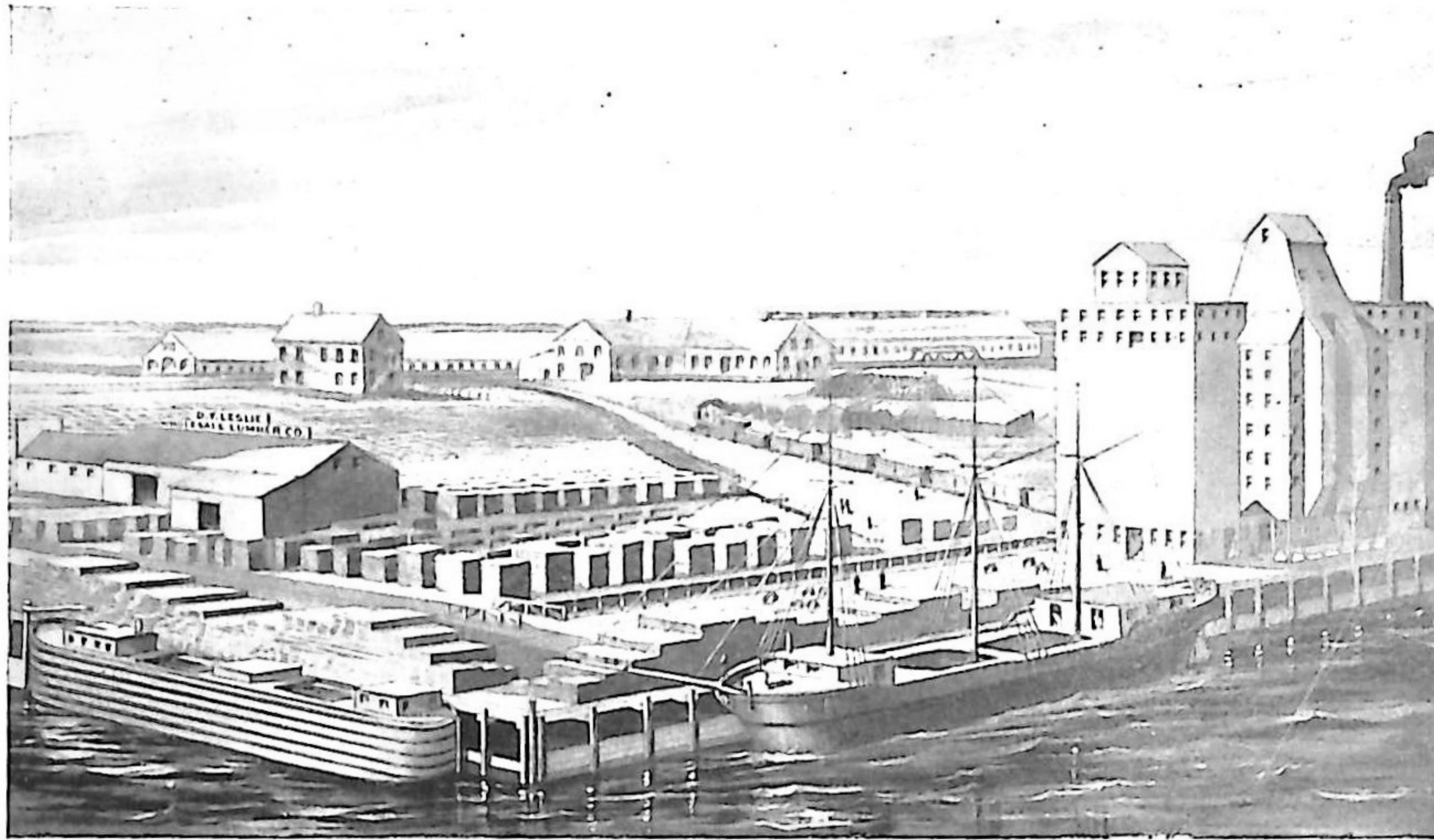
RESIDENCE OF JOSEPH KLAUS, 481 Ellicott Street.



PLANING MILL OF JOSEPH KLAUS, 330 Howard Street.



RESIDENCE OF WALTER PHELPS, 2354 Main Street.
(Dealer in Cedar Telegraph and Telephone Poles.)



LUMBER YARDS OF D. Y. LESLIE, 92 River Street.
Wholesale Dealer in White Pine and Norway Lumber, Lath and Shingles.

miles; by the freight steamers (to West Superior), 998.

The journey through the great lakes on these famous boats is a favorite in the summer season, and the line is handsomely patronized. The boats call at Cleveland, Detroit and Sault Ste. Marie, on the passage, and some



FRANCIS J. UNDERHILL,
Of F. J. Underhill & Co., Wholesale Lumber, 900 D. S. Morgan Building

of them at Mackinac. Connections are made at these points, also at Buffalo, Duluth and West Superior, with all railroad lines.

The freight traffic of this line is very large. It consists of general merchandise and coal West-bound; flour, copper, salmon, wool, shingles and miscellaneous package freight coming East.

The vice-president, W. C. Farrington, is manager of this company's business here.

The "Soo" Line, or Minneapolis, St. Paul &



RESIDENCE OF D. Y. LESLIE (Wholesale Lumber Dealer),
578 Richmond Avenue.



RESIDENCE OF FRANCIS J. UNDERHILL (Wholesale Lumber Dealer),
731 Delavan Avenue.



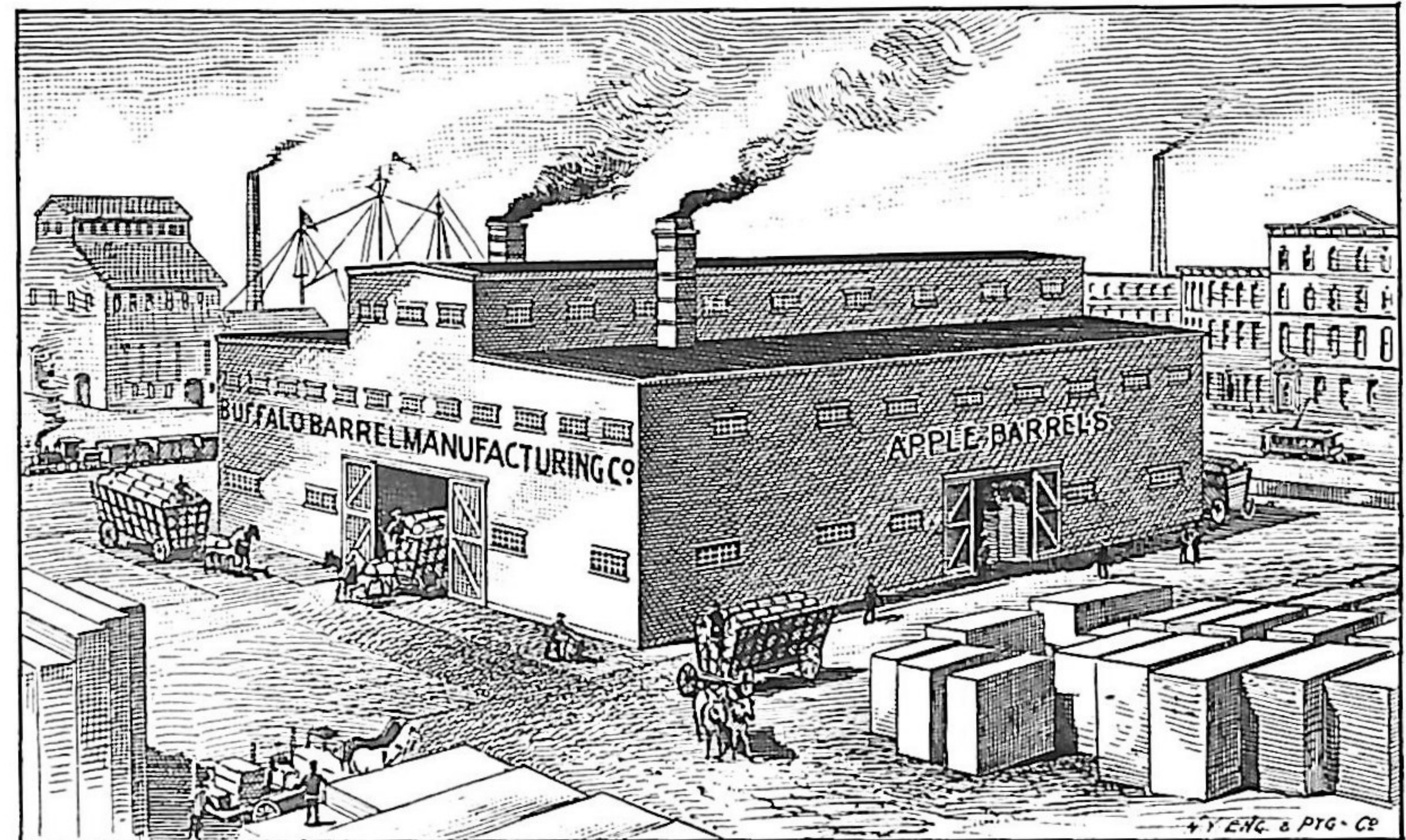
I. LACE,

Proprietor Buffalo Barrel Manufacturing Co., 364 to 374 Dewitt Street.



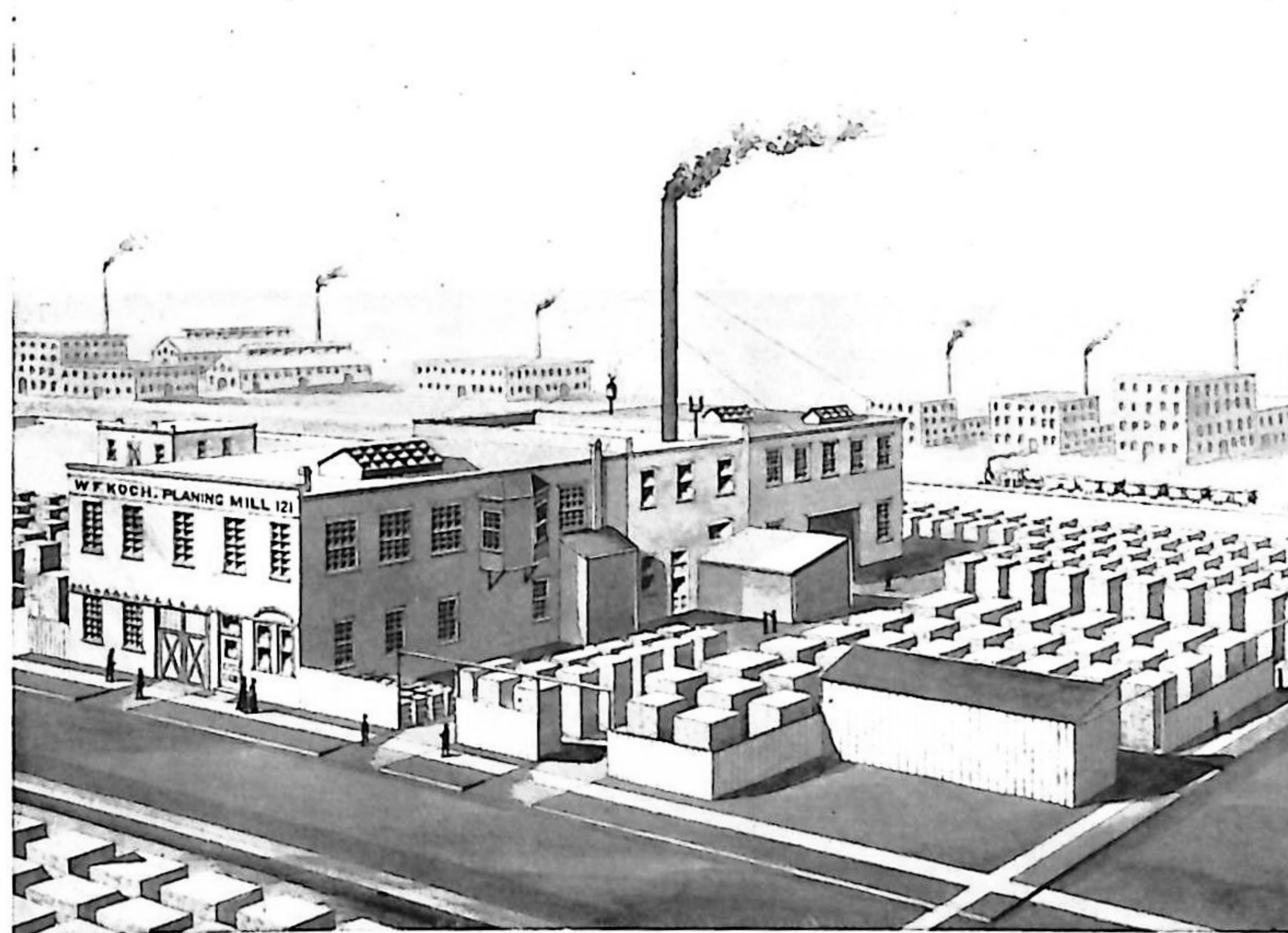
JAMES FENTON,

Proprietor of the Buffalo Box Factory, 224 to 242 Perry Street.

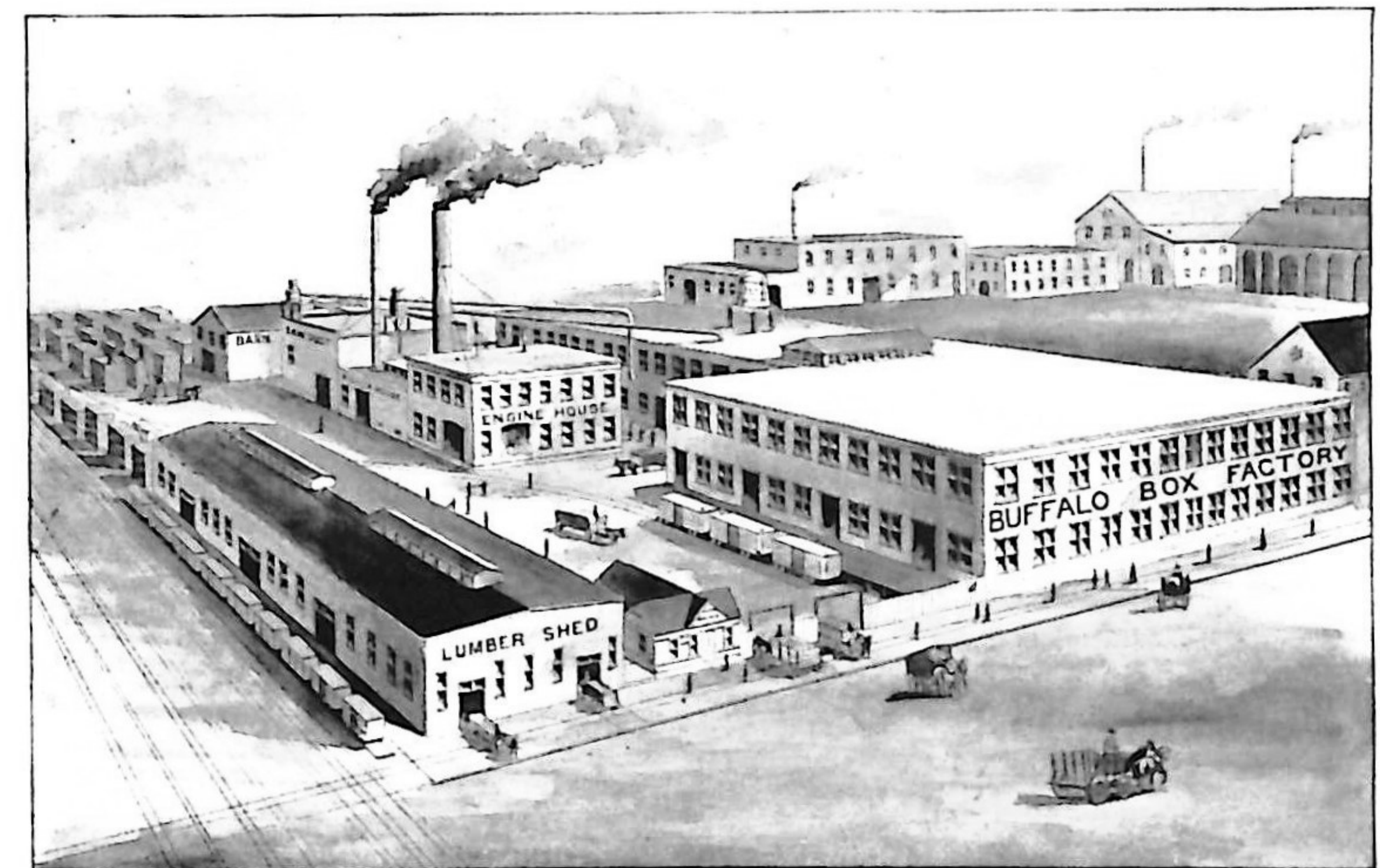


PLANT OF THE BUFFALO BARREL MANUFACTURING COMPANY,
364 to 374 Dewitt Street.

Manufacturers of all kinds of Slack Work. Flour and Apple Barrels a Specialty.

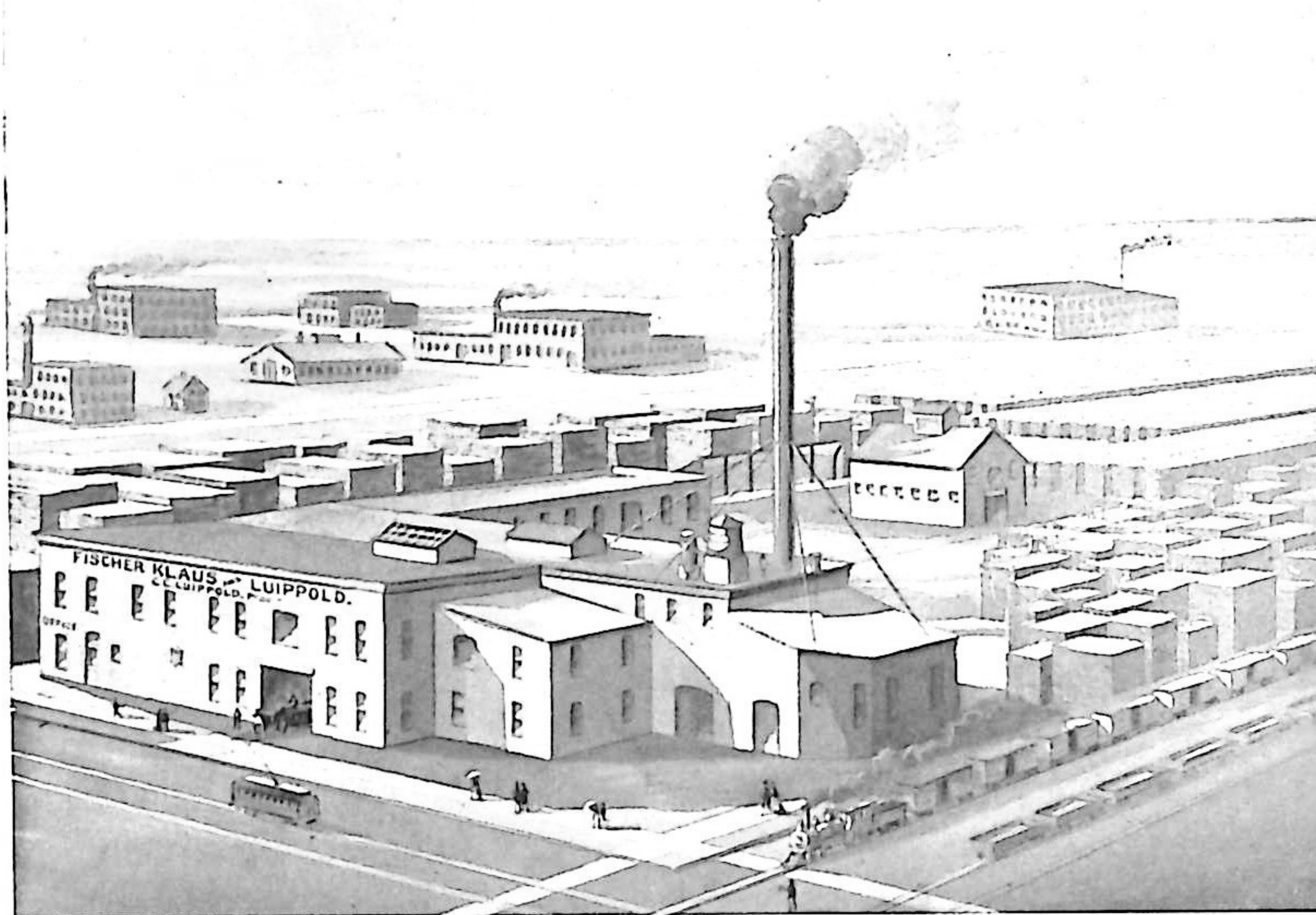


PLANING MILL AND LUMBER YARDS OF W. F. KOCH, 121 Davey Street.



THE BUFFALO BOX FACTORY, 224 to 242 Perry Street.

[104] Product: Wooden Packing Boxes of Every Size and Style, Nailed, Lock-cornered and in Shooks.



PLANING MILL AND YARDS OF THE FISCHER, KLAUS & LUIPPOLD CO.,

C. C. Luippold, Proprietor, 920 Seneca Street.

Buffalo Steamship Co. of the Minneapolis, St. Paul & Sault Ste. Marie R. R., covers a lake route 711 miles long, between Buffalo and Gladstone, Michigan, on Lake Michigan. It touches at but one point on this journey, viz.: Cleveland, Ohio. From Gladstone, west, the Soo R'y carries its traffic; at Buffalo it makes close connections eastward with the Erie, Lehigh Valley, Lackawanna and West Shore roads.

This line has four boats regularly engaged in its service, and additional boats are chartered by it as necessity may require. Its average sailings are three weekly. The usual time from Buffalo to Gladstone

is 55 hours, and returning, 60 hours. Grain and its products eastward bound, and general merchandise westward, are the principal freights carried by it.

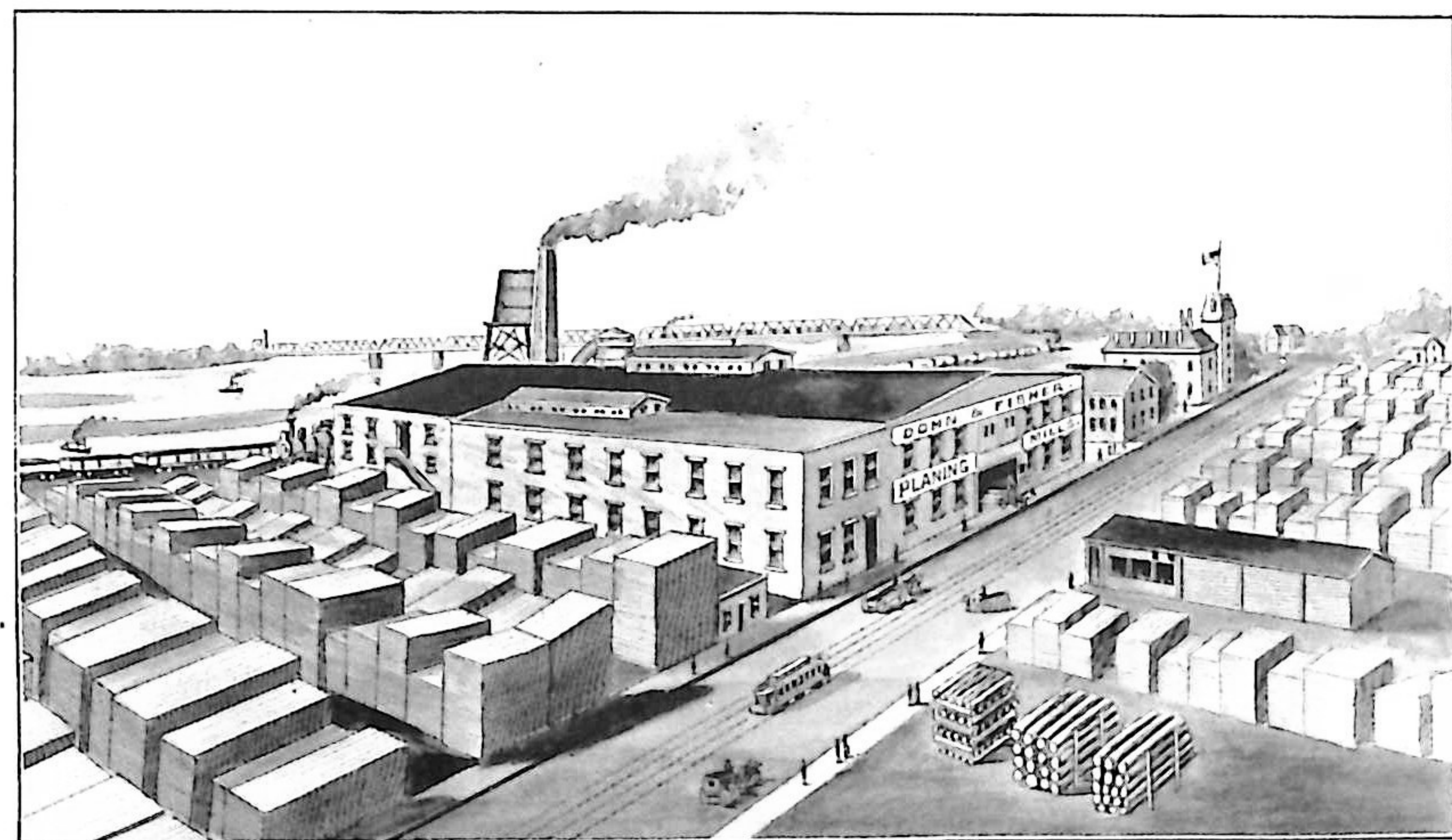
R. H. Hebard, Ellicott Square, is this company's Buffalo representative and general manager.

The Cleveland & Buffalo Transit Co., "C. & B." Line, is an independent concern, operating



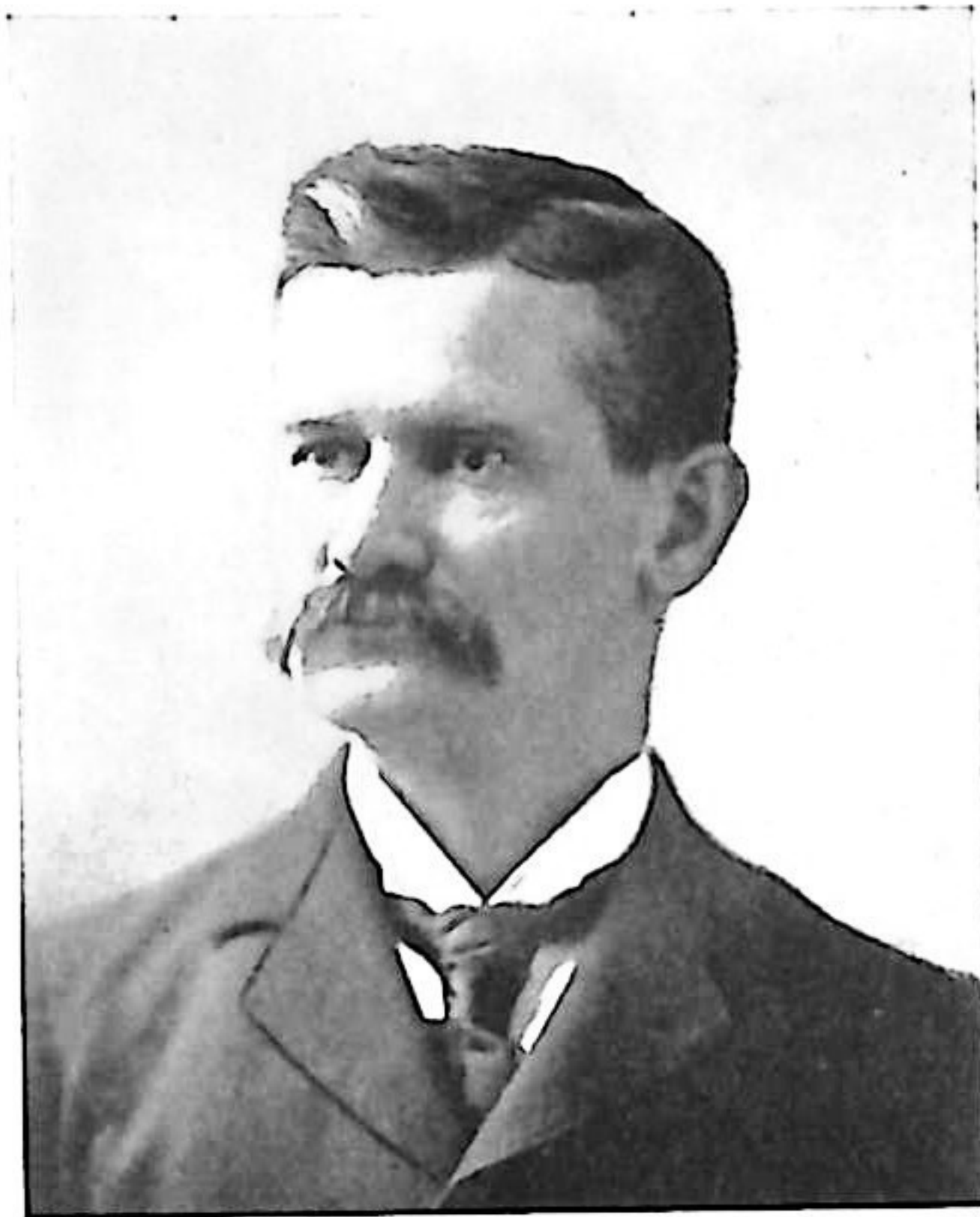
C. C. LUIPPOLD,
Real Estate and Insurance, 563 William Street.

three fine side-wheel boats



PLANT OF DOHN & FISCHER, 1340 Niagara Street.

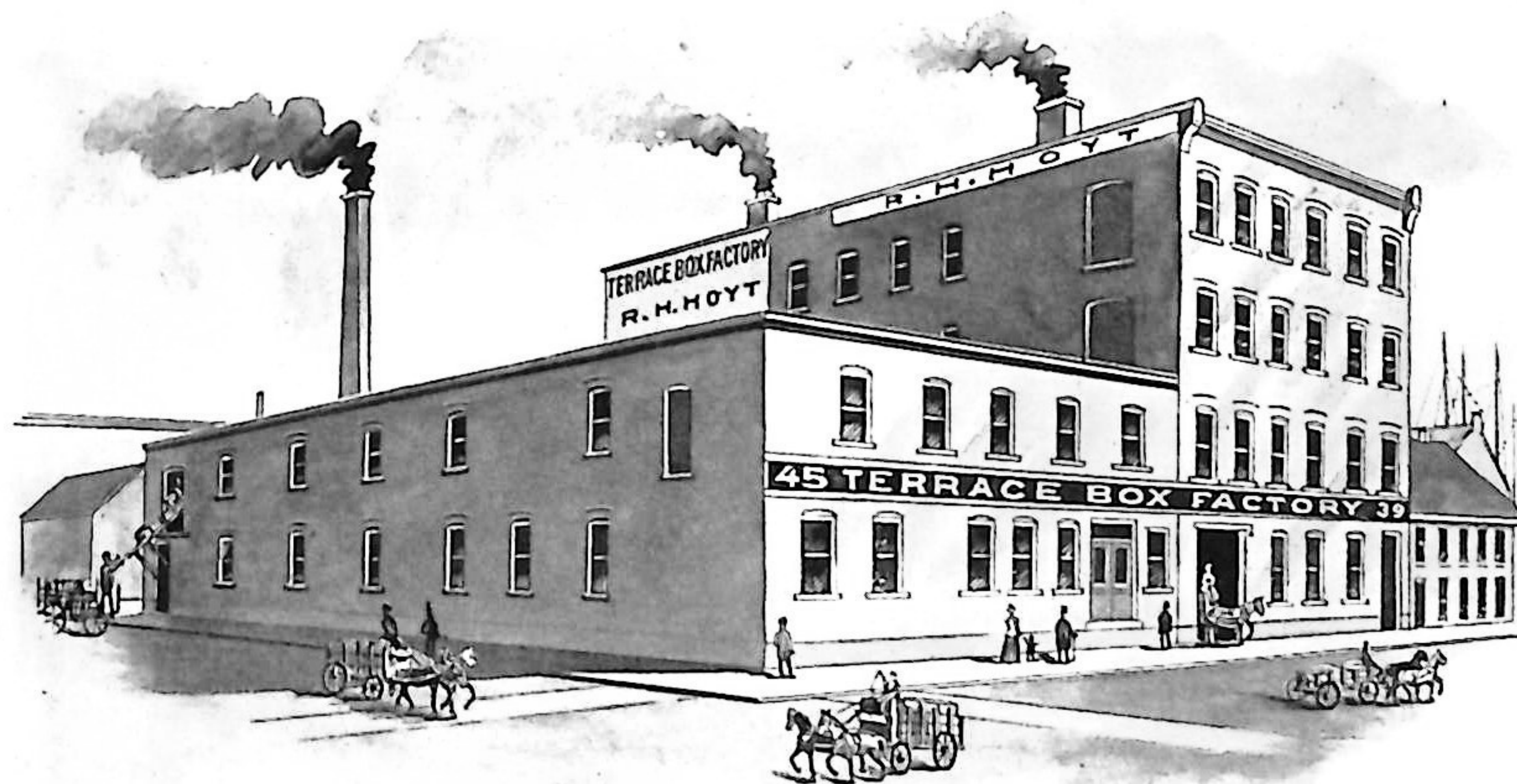
Manufacturers of Sash, Doors and Blinds. Also dealers in all kinds of Rough and Dressed Lumber, Shingles, Lath, Cedar Posts, Etc.



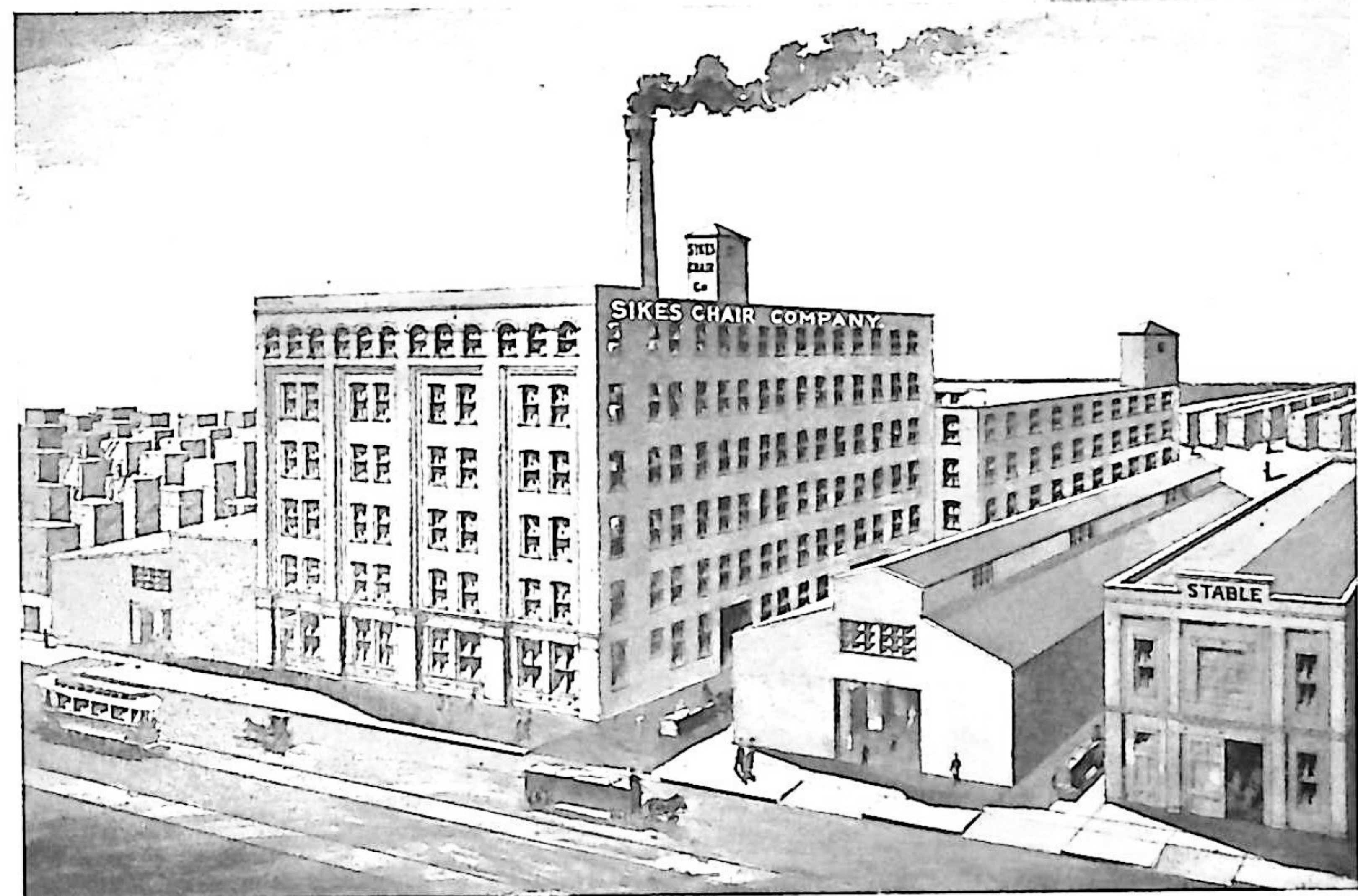
RICHARD H. HOYT,
Manufacturer of Packing Boxes, 39 to
47 Mechanic Street.

between Cleveland and Buffalo, a distance of 185 miles; also connecting with a line running from Cleveland to Toledo, which calls at Put-in-Bay.

The boats of this line are the "City of Buffalo," "State of Ohio," and "State of New York." The first can carry 3,000 passengers, and is one of the most luxurious steamers ever launched on the lakes;



TERRACE BOX FACTORY, 39 to 47 Mechanic Street.
R. H. Hoyt, Proprietor.

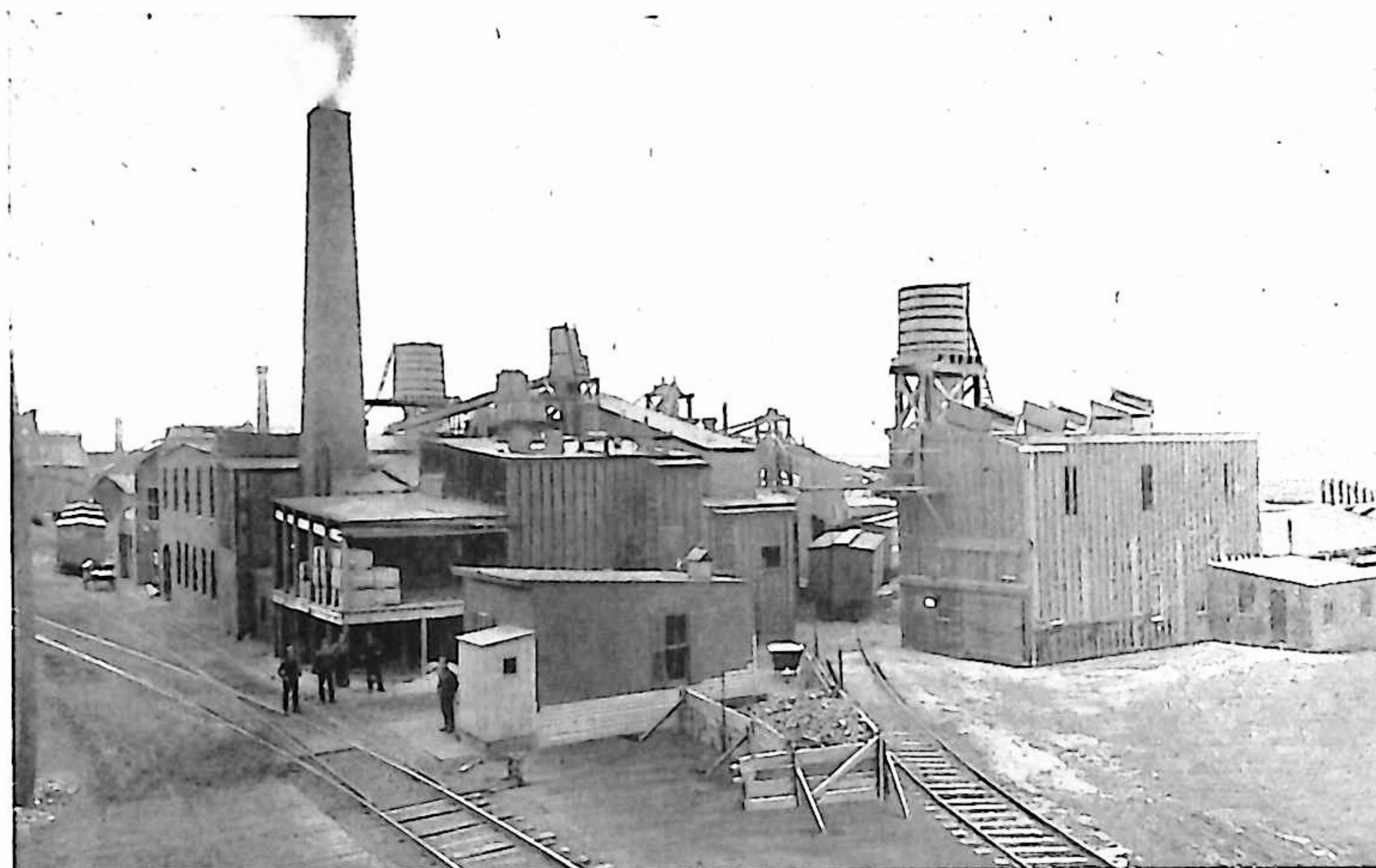


FACTORY OF THE SIKES CHAIR CO., 500 Clinton Street.
Established 1859; incorporated 1885; 200 hands employed. Edwin Sikes, president;
Albert D. Sikes, treasurer; William F. Sikes, secretary.

the other two can carry 1,500 passengers. They make daily trips during season of navigation, time 11 hours. The passage is usually made by night. The boats leave Buffalo at 8.30 in the evening and reach Cleveland at 7.30 the next morning, and the hours are the same for the return passage. H. S. Fisher is the general agent here.



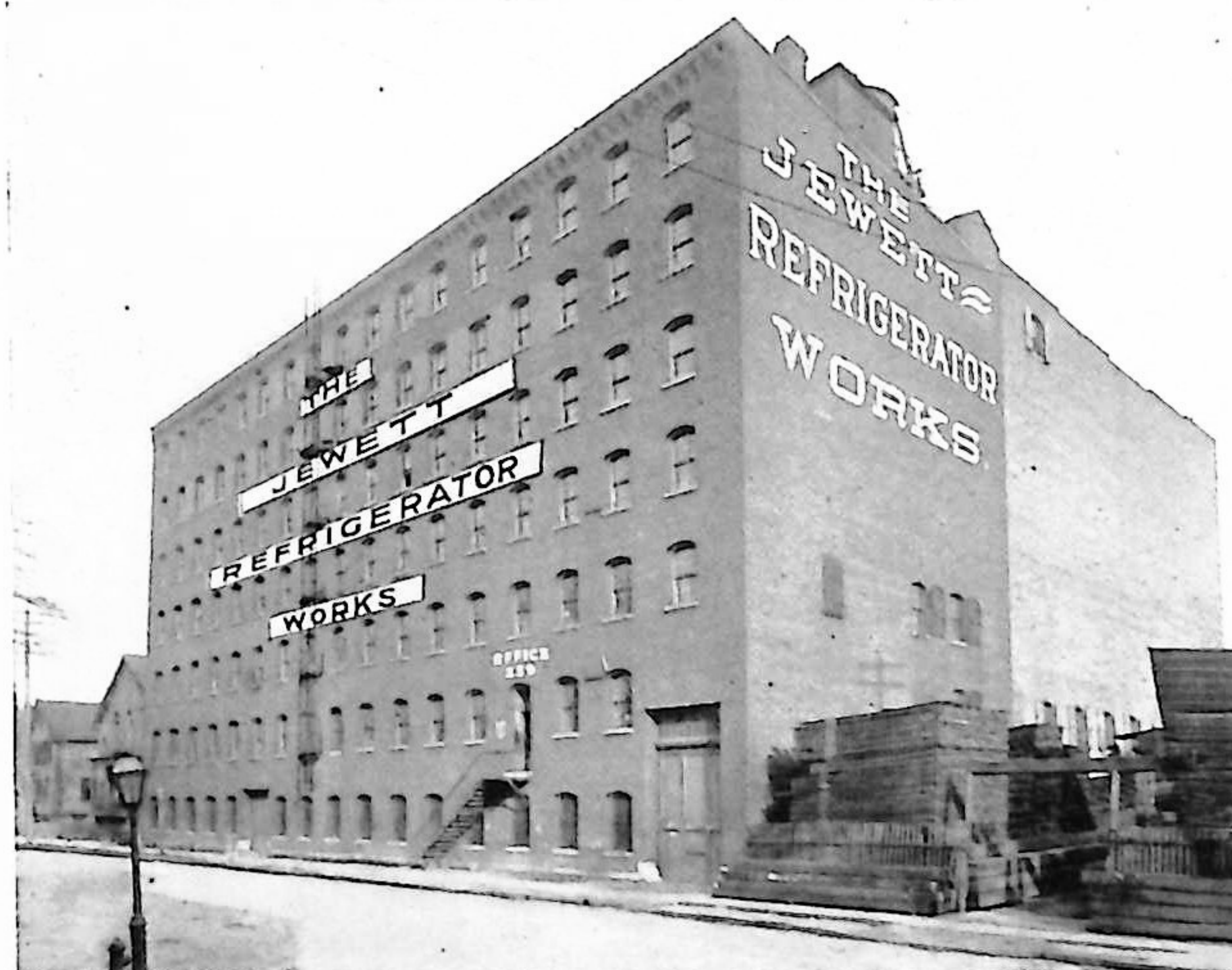
EDWIN SIKES,
President of the Sikes Chair Co.,
500 Clinton Street.



INTERNATIONAL BOX AND HEADING CO.'S WORKS,
Foot of Hertel Avenue.

The Lake Erie Transportation Co. operates the lake lines of the Wabash R. R., a line of four boats, ranging from 1,500 to 2,750 tons each, running from Buffalo to Toledo, 260 miles. These boats enable the line to have three sailings weekly. Grain and its products make the bulk of the East-bound business; general merchandise of the Western. Their time West-bound, is 20 hours, Eastward, 24 hours; their connections at Toledo, the Wabash R. R.; at Buffalo, the Erie, Lehigh Valley, West Shore and Lackawanna. R. H. Hebard, Ellicott Square, is Buffalo agent of this line.

The Clover Leaf Steamboat Line, running between Buffalo and Toledo, is controlled and operated by Toledo, St. Louis &



REFRIGERATOR PLANT OF THE JOHN C. JEWETT MFG. CO.,
239 to 255 Elm Street.

Dimensions: 150 by 54 feet with wing 96 by 40, seven stories. 150 employees.



OFFICES, MANUFACTURING DEPARTMENT, AND STORAGE BUILDINGS
OF THE JOHN C. JEWETT MFG. CO., Ellicott and North Division Streets.

Buildings 80 by 132, and 70 by 120; seven stories; employees, 175. Product: Water Filters, Water Coolers, Bird Cages, and Copper, Brass and Silver-plated Wares.

Kansas City R. R. It consists of two screw boats, of 1,500 tons carrying capacity each. They connect with Toledo, St. Louis & Kansas City R. R., West, and in Buffalo with the various railway systems here. These boats make three sailings a week. The agent in Buffalo is Arthur A. Perry.

The Lackawanna Line of the Lackawanna Transportation Co. is an independent line, not controlled by any railroad. It operates a freight line of eight boats, between Buffalo and Chicago and Buffalo and Green Bay, Wisconsin, on Lake Michigan, touching at Cleveland, Detroit, Milwaukee, Escanaba, and Marinette, en route.

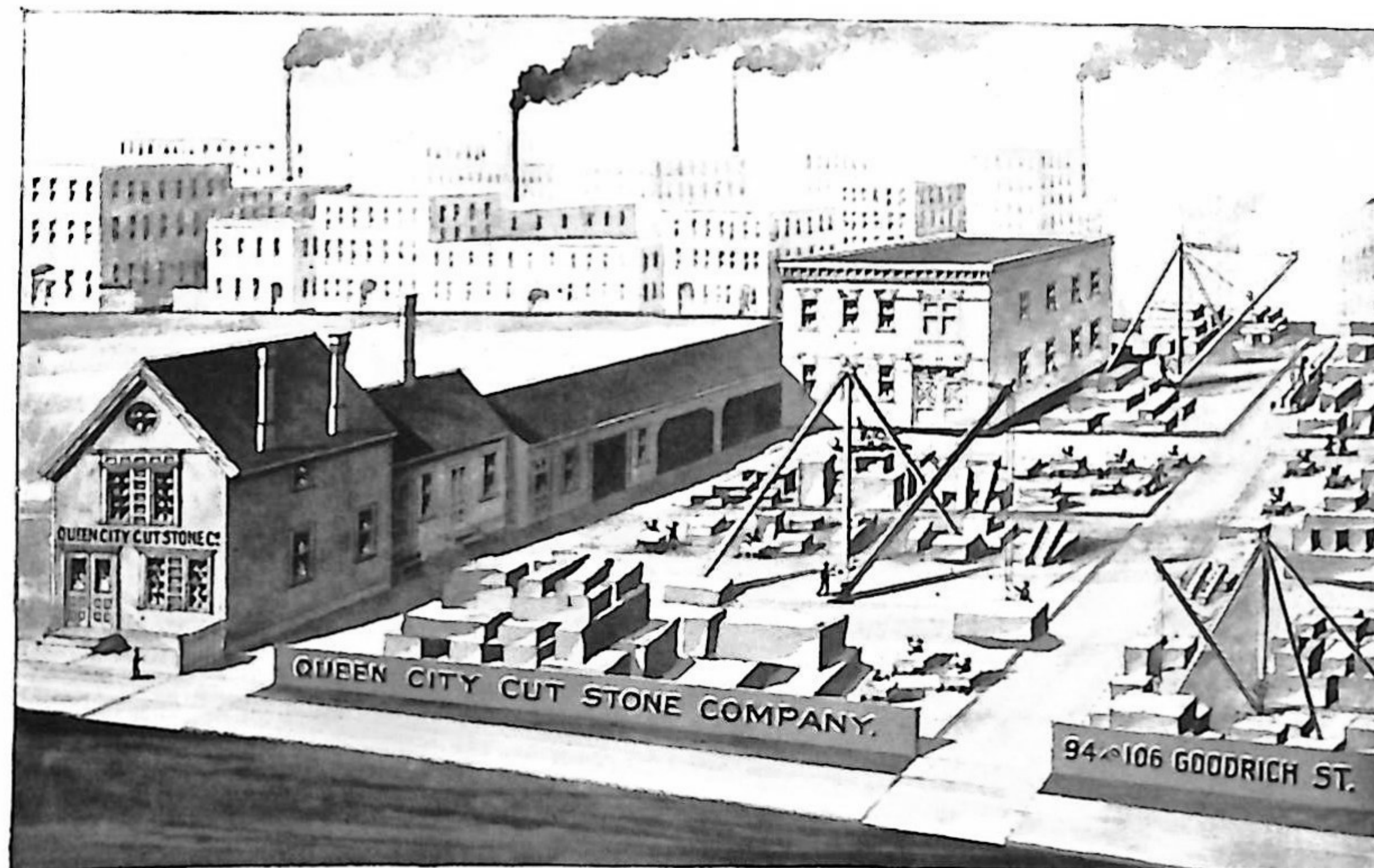
This company owns three of its fleet and charters the others. Its boats range from 1,600 to 2,900 tons. They carry grain and grain products, chiefly East bound, and general merchandise West, and make the trip to Chicago in about three and one half days. They connect here with the Delaware, Lackawanna & Western R. R., and at western points with all trunk lines.



W. MILLER,
President Queen City Cut Stone Co.



J. BAUMEISTER,
Treasurer Queen City Cut Stone Co.



YARDS AND WORKS OF THE QUEEN CITY CUT STONE CO., 94 to 104
Goodrich Street, Between Ellicott and Elm.

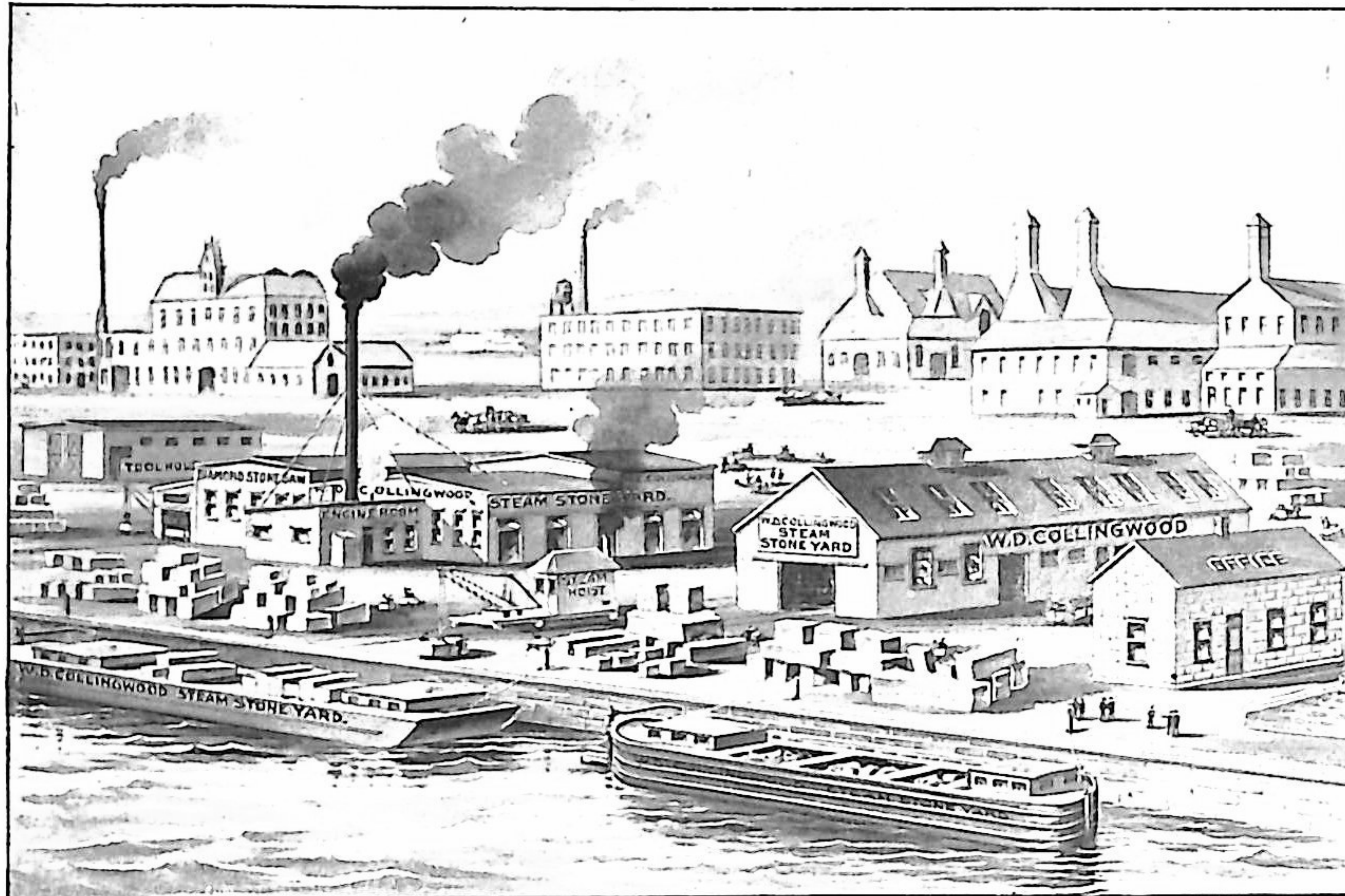
Dealers in Cut Stone, Stone Walks, Etc. Office, 3 Builders' Exchange.

The headquarters of the company are in New York City. Capt. M. M. Drake is manager here.

The Union Transit Co.'s Line of seven freight boats is also an independent lake line, covering the Buffalo-Duluth route, with stops at Cleveland, Detroit, Port Huron, Sault Ste. Marie, Portage Lake, West Superior and Duluth. These boats make four sailings from here weekly. Their time to Cleveland is 15 hours; to



B. BAUER,
Superintendent Queen City Cut Stone Co.



STONE MILL AND YARDS OF WM. D. COLLINGWOOD, Contractor and Builder,
Foot of Jersey Street.

Detroit, 24; to Sault Ste. Marie, 60; to Duluth, Minnesota,
102 hours.



A. P. KEHR,
Dealer in and Contractor for all kinds of
Cut and Sawed Stone for Buildings,
and Flagging for Sidewalks. Office,
Mill and Yards, Church Street
and Erie Canal.

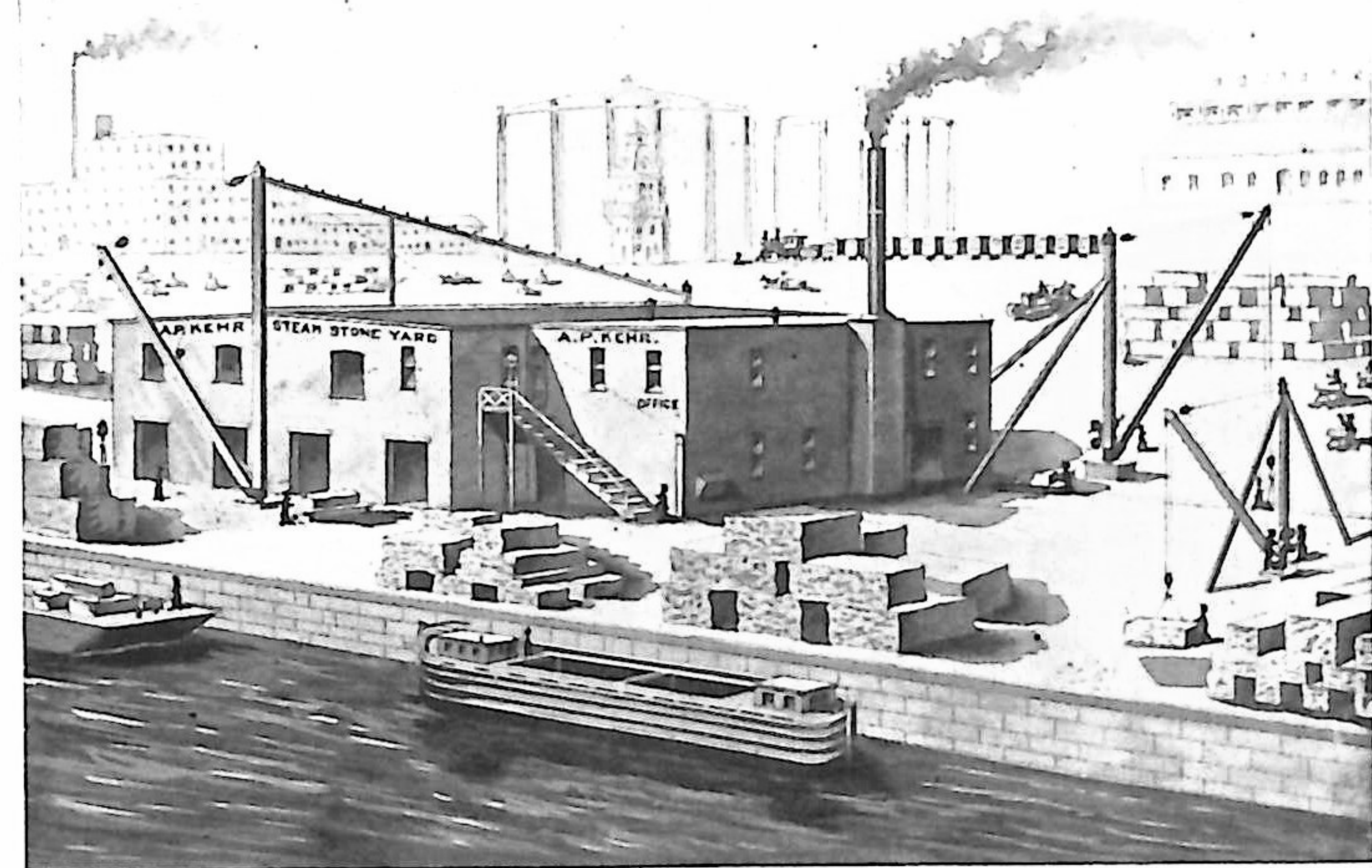
They carry flour, copper,
shingles, salmon and general
merchandise largely, make
connections at Buffalo, Detroit
and Cleveland, with all Eastern
and Canadian systems of rail,
and at Duluth with roads for
the Pacific. H. C. French,
Buffalo, is general manager of
this line.

The Great Lakes Steamship
Co. of the Wisconsin Central

R. R. line is the lat-
est addition to the
shipping facilities of
the port. This line
covers the water
route between Buf-
falo, Cleveland and
Manitowoc, Wis.,
where connections
are made with Wis-
consin Central rail
lines to St. Paul and
Minneapolis and



WM. D. COLLINGWOOD,
Contractor and Builder. Office and
Yards, foot of Jersey Street.



MILL AND YARD OF A. P. KEHR, Church Street and Erie Canal.
Dealer in and Contractor for all kinds of Cut and Sawed Stone for Buildings, and Flagging
for Sidewalks.



STEPHEN B. BUTTS,

In the photo-supply business in Buffalo since 1850. Now of the firm of Butts & Adams, 457 and 459 Washington Street, who have a large assortment of Cameras and all Supplies for the Professional and Amateur Photographer.

intermediate points. Four freight steamers have been put on, to make two sailings a week from the terminals. They range from 2,200 to 3,200 tons. John Gordon, the general manager of this line, is stationed at Buffalo.

The "Red Star" is a line whose business is the leasing of boats to other lines. It owns four vessels, used as freight carriers, which have capacity of 1,800 to 2,000 tons each.



CULVERT, OLMSTEAD FALLS, Ohio.

From a 20 x 24 photograph by Bliss Bros., Commercial, Landscape, and Railway Photographers, 295 Oak Street, near Genesee, Buffalo, N. Y.

TOWING FACILITIES.

THERE are two principal tug lines for lake and harbor towing—Maytham's and Hand & Johnson's, both incorporated. Both are provided with steam pumps, lighters, divers, etc., for any emergency. Maytham's line consists



RECEPTION ROOM OF BLISS BROS'. NEW PORTRAIT STUDIO,
368 Main Street, corner of Eagle.
(Opposite Hotel Iroquois, Buffalo, N. Y.)

of seven powerful tugs and a lighter. Hand & Johnson have the same kind of equipment. For canal towing there are three lines: the White Star of 12 tugs, Owens line of three, and "Gamecock," also of three.



ENTRANCE TO G. W. RICHARDSON & SON'S DECORATIVE ESTABLISHMENT, 625 and 627 Main Street.

This firm occupies unique salesrooms, attractively arranged for the display of Wall Hangings, Upholstery Stuffs and Special Furniture, Etc.

one of its early governors, and was opened for traffic throughout its length in 1825. It has been of enormous service, and almost incalculable benefit, not only to its builders, but to commerce generally. To it is commonly accredited the ascendancy of New York City and New York State in the country, and also, in a very large measure, the development of the West; and it is to retain the

THE ERIE CANAL AND THE CITY.

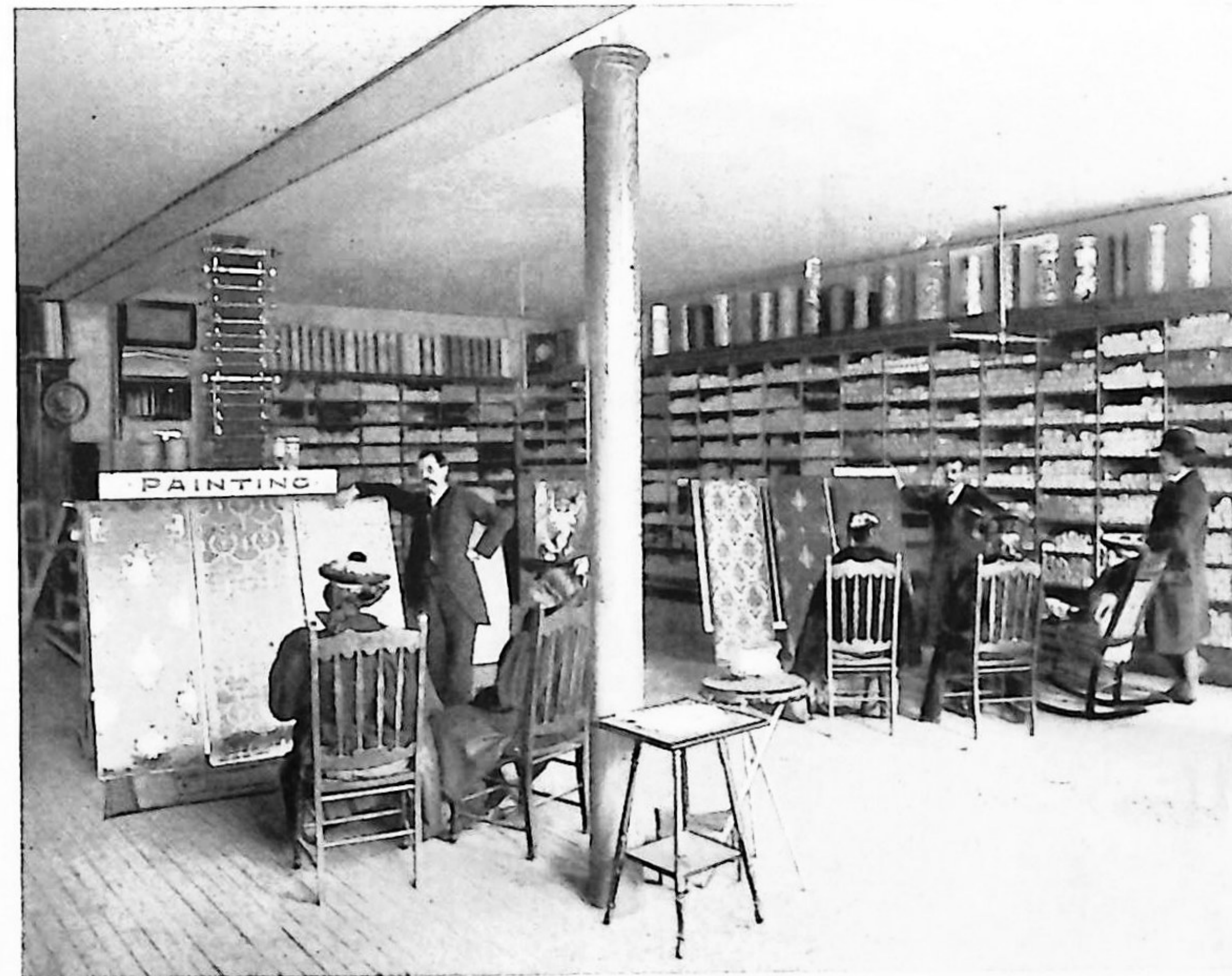
THE Erie Canal, beginning here at Buffalo and extending to the Hudson River at Albany, is 355 miles long, and is one of the longest artificial water-ways in the world. It is 60 feet wide at bottom, and seven deep, and is at present undergoing improvement to make it nine feet deep throughout, and to make it available for the use of boats equipped with electric power. This improvement contemplates the expenditure of \$9,000,000. Some of the locks are, and soon all will be, enlarged.

This canal was constructed by the State of New York, largely through the foresight and energy of De-

witt Clinton,



PETER METZEN, Jr.,
Dealer in Paper Hangings, Linoleums,
Floor Oil Cloths, Picture Moulding,
Etc., 220 to 224 Genesee Street.



VIEW IN THE STORE OF PETER METZEN, Jr., 220 to 224 Genesee Street.
He handles Paper Hangings, Oil Cloths, Window Shades, Mats, and Picture Mouldings, Etc.

advantages which have been enjoyed through its possession that the State has embarked in the plan for its enlargement and improvement. It is almost a certainty that electricity will be applied for motive power upon this canal when the improvements are completed, very likely by trolley with power from Niagara.



EDWARD P. SMITH,
General House Painter and Decorator,
941 Main Street.

These boats average 235 tons carrying capacity each, equivalent to 8,200 bushels of wheat. They usually make about five trips in the season, though this is not always the case, some coming back only part way and getting a return cargo from that point east again. The boats cost to build from \$3,000 to \$4,000. They are the home as well as livelihood of many families.



THE LATE THOMAS DICKINSON,
Founder of the Jewelry House of T.
& E. Dickinson & Co., 254 Main
Street.

To Buffalo, therefore, as the western terminal of this artery of commerce, many and solid trade benefits, derived from competitive transportation, must very soon accrue.

CANAL BOAT BUSINESS.

From the Secretary of the "Associated Boat Owners" these facts are obtained.

There are now about 1,000 boats on the Erie canal fit for carrying grain and lumber. Some years ago there were nearly 3,000. These are owned by parties all along the length of the canal, many in New York city.

The "Associated Boat Owners" is an organization with offices at 41 West Seneca Street, this city, formed for the purpose of chartering boats and regulating other matters relative to the canal traffic. Its officers are Louis Schoellkopf, president; W. H. Newcomb, secretary; and Geo. D. Gilson, treasurer. The functions



PARTIAL VIEW OF THE STORE OF T. & E. DICKINSON & CO.,
254 Main Street.

Dealers in Diamonds, Jewelry, Sterling Silverware, Pottery, Etc. Established
by Thomas Dickinson, 1849.

of this body seem to be exercised mainly in this way: A shipment of grain is made from Duluth, say, to New York. When it gets here via steamship line it is put in charge of the Canal Forwarding Association. The Association goes to the "Associated Boat Owners," and asks them to furnish boats. Rates are made then, and the



RECEPTION ROOM OF THE JANSEN PHOTO STUDIO.



LOUIS F. JANSEN, Photographer.

"Associated Boat Owners" get the boats from the individual owners. These latter are not members of the body, but about two thirds of them avail themselves of its advantages.





VIEW ON THE DAIRY FARM OF MR. GEO. D. BRIGGS, at Elma, Erie County, N. Y.

Whose product is certified by Drs. Irving M. Snow, De Lancey Rochester, H. R. Hopkins, Chas. G. Stockton, and Renwick R. Ross, well-known physicians of Buffalo, assisted in their investigations by Prof. Herbert M. Hill, City Chemist, and Veterinarian Frank A. Crandall, Jr., M. D. C.



BARN ON THE DAIRY FARM OF MR. GEO. D. BRIGGS,
Elma, Erie County, N. Y.,

Housing the herd of inspected and carefully fed Jerseys that produce
"Certified Milk."



RESIDENCE OF GEO. D. BRIGGS, Proprietor of the Certified
Milk Dairy Farm, at Elma, Erie County, N. Y.

CHARACTERISTIC TRADE—GRAIN AND FLOUR—LUMBER AND BUILDING MATERIALS—COAL AND IRON—LIVE STOCK, ETC.

BUFFALO is one of the principal grain markets of the country. In gross receipts it ranks very near the top in this regard, and with its railroad and lake shipping and elevator and storage facilities, is in a position to hold its place secure.

Its total receipts of the grain, and flour reduced to



RECEPTION ROOM AT SIMSON & BEACH'S PHOTOGRAPHIC STUDIO,
456 Main Street.

Many portraits herein are from photos of this gallery.

grain, by lake, now aggregate (1896) 215,352,734 bushels. The total of grain and flaxseed handled by the elevators here in 1896 was 170,961,131 bushels; the total shipments by rail, not including flaxseed, were 120,984,620 bushels the same year.

The total elevator capacity is 16,690,000 bushels, and this total will soon be increased to 20,000,000 when improvements under way are completed.

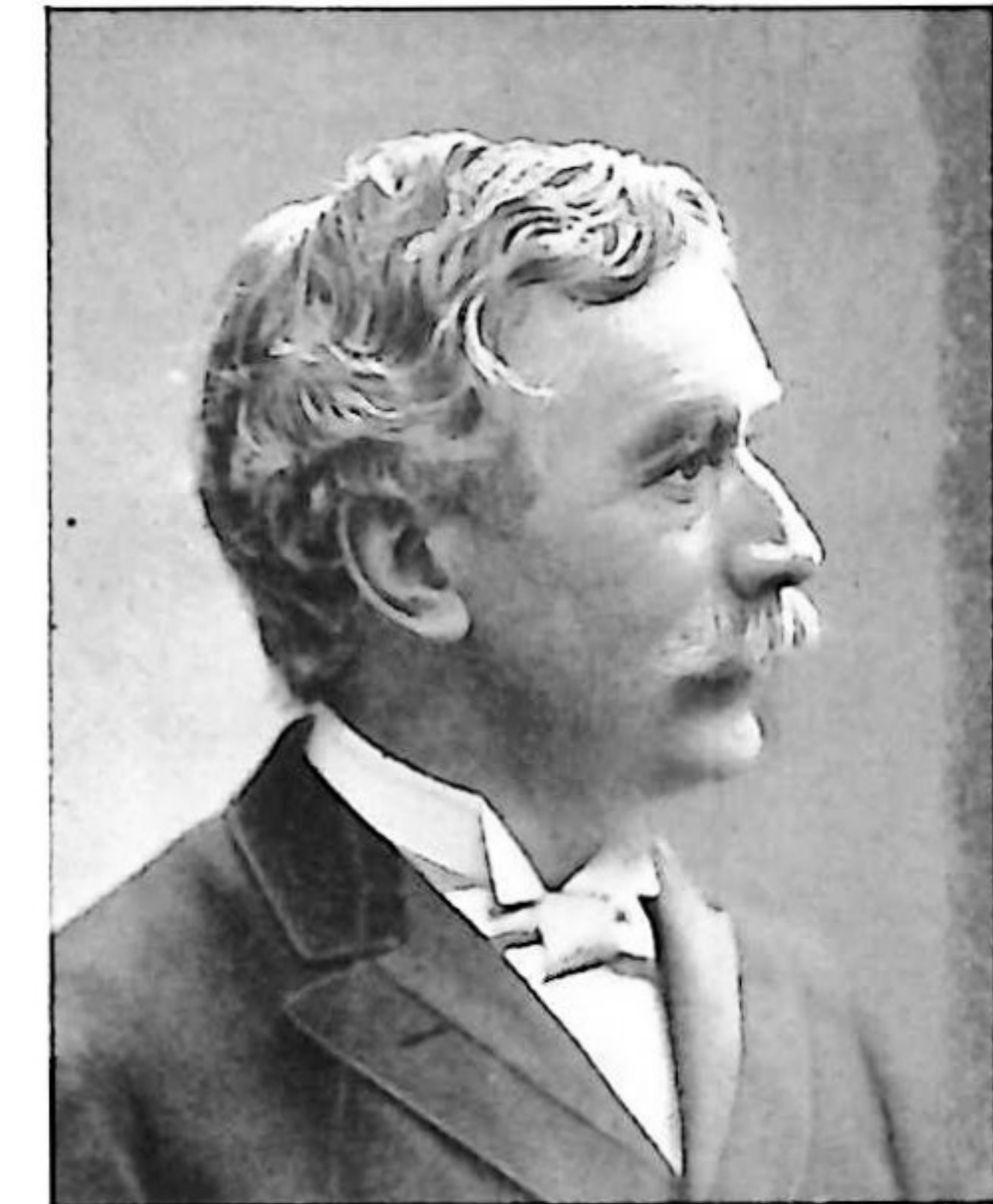
These figures, taken from the official Merchants' Exchange report for the year named, which reports are authority in the trade, afford a pretty fair idea of the rank and strength of the city in this line.

This trade is one of those which has grown most rapidly, and still continues by latest returns to make a large showing.

In 1876 the whole quantity of grain handled here was 50,000,000 bushels; in 1886 it was 95,000,000.

The increase of the year 1896 over '95 was 40,245,000 bushels.

The grain and flour received here aggregates upwards of \$135,000,000 in value annually.



ANDREW SIMSON,
Of Simson & Beach, Photographers,
456 Main Street.



JOHN T. GARD,
Merchant Tailor, 18 and 20 North
Division Street.

The proportionate quantities of staples of this trade received here are indicated in the following statement of the receipt by lake:

Wheat, 54,411,207 bu.; corn, 47,811,010 bu.; oats, 40,107,499 bu.; barley, 16,697,744 bu.; flaxseed, 9,042,850 bu.; rye, 4,404,354 bu.; total, 172,474,664 bu.

The shipments by rail in 1896 embraced: 37,215,420 bushels of wheat; 44,604,200 bushels of corn; 27,370,400 bushels of oats; 10,294,000 bushels of barley; 1,500,600 bushels of rye, or 120,984,620 bushels of grain all told. These items show the extensive business done here in the grain trade.



TAILORING ESTABLISHMENT OF JOHN T. GARD, 18 and 20 North Division Street.



RESIDENCE OF JOHN T. GARD, 671 West Ferry Street.

Extensive shipments of flour and grain are also made hence by canal. In 1896 these items were: grain of all kinds—35,608,750 bushels; flour 64,550 barrels.



HALL'S PHOTOGRAPHIC STUDIO, 469 Virginia Street.

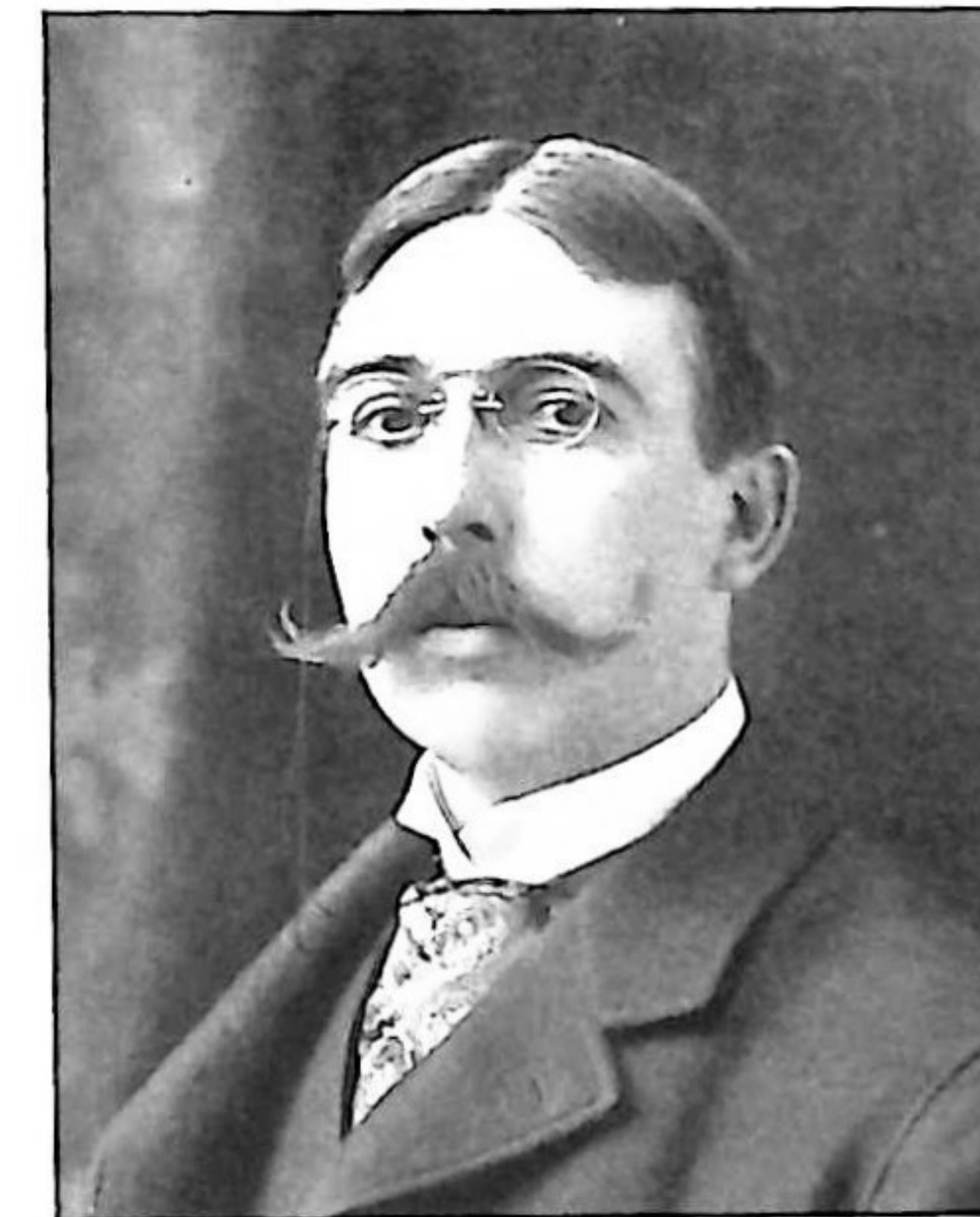
Built from plans by Architects Loverin & Whelan.

From two to three and one half million bushels of grain are generally left in store here when the season of navigation has closed.

The facilities afforded the trade here are unsurpassed. The transportation and elevator facilities are especially complete. There are 13 railroad systems embracing 27 lines, and 12 regular lake lines of steamers. There are at present 38 elevators of 16,690,000 bushels capacity, with

The flour receipts by lake for the same time were 10,384,184 barrels. In addition, there was made by the mills of this city and vicinity 1,224,499 barrels more.

Grain is received here from all the great lake ports. From Chicago last year came over 46,000,000 bu.; from Duluth and West Superior, over 32,000,000 bu.; from Milwaukee, 5,600,000 bu.; from Gladstone, Mich., more than 5,000,000 bu.; Fort William and Washburn contributed, the first 2,830,000 and the other 2,630,000, and Toledo one of the lowest on the list, 1,785,000 bushels.



E. F. HALL,

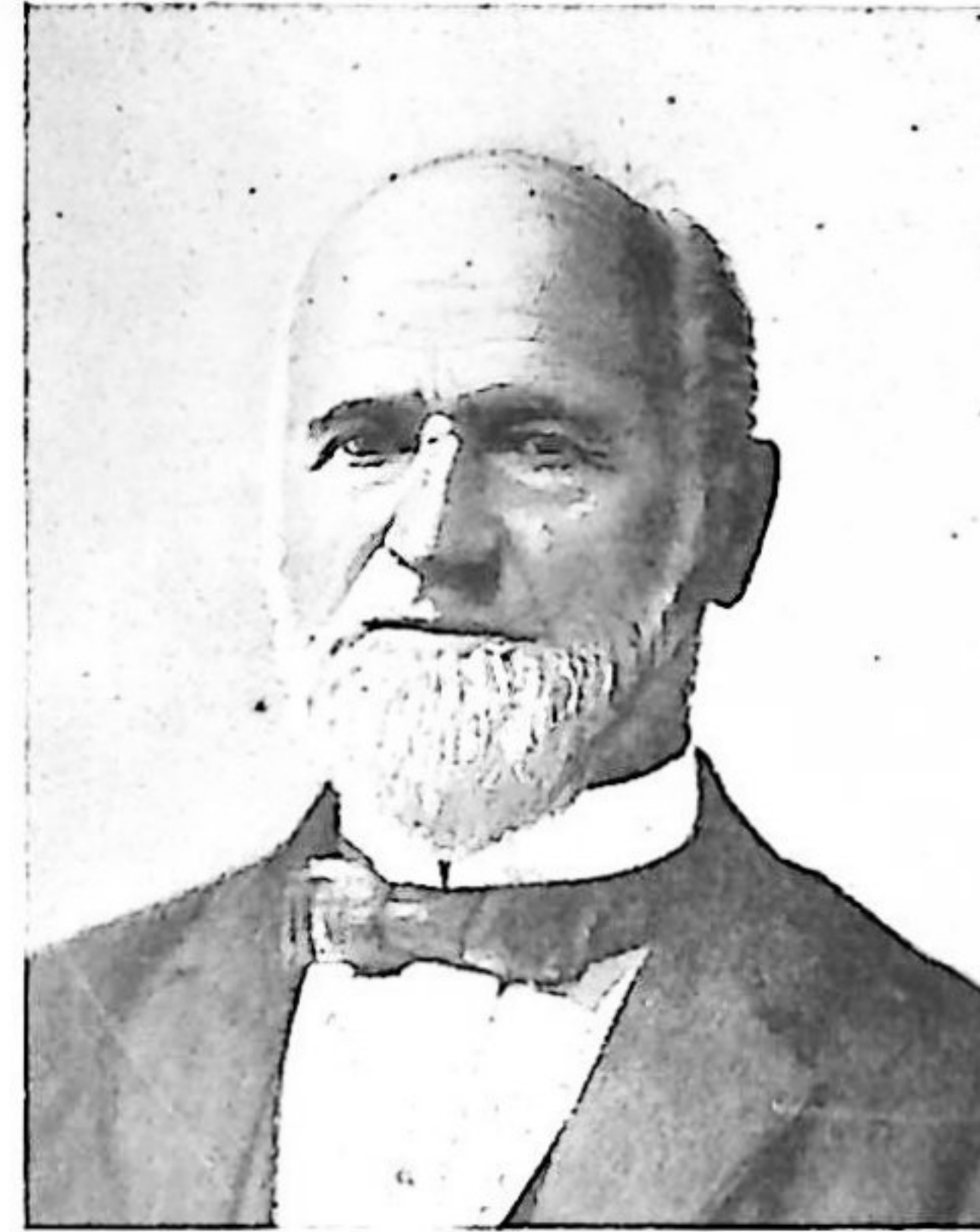
Photographer, 469 Virginia Street.





A. THOS. HART,
Agent for the Merrick Thread Co., 348 Ellicott Square, and founder of its Buffalo Branch. Also inventor of the Water-proof Bias Velveteen Skirt Binding, made by Tucker & Hart.

three more building; there are six transfer towers and eight floaters. One of the elevators under construction is to have 2,500,000 bushels capacity. Of those now in operation one has 1,500,000 bushels capacity, another



DAVID TUCKER,
Real Estate Owner and Dealer in Photographic Supplies, 37 and 39 Court Street.

and storing grain here, has for its managing officers Geo. F. Sowerby, president, and P. G. Cook, secretary.

This is one of the most notable trade organizations of the city.



TAILORING ESTABLISHMENT OF LYONS & STEWART, No. 9 Grand Court, Mooney & Brisbane Building,
Main and Clinton Streets, looking out on Lafayette Park, an ideal location.

1,200,000 bushels, and a third 950,000. Four others are 800,000 and upward, and there are several of 600,000 to 750,000 bushels capacity.

The Merchants' Exchange, occupying quarters in the Board of Trade Building, is the organization of this trade. Its facilities are referred to on page 44.

The organization of the elevator owners of the city, the Western Elevating Association of Buffalo, which fixes the rates for elevating



THE TUCKER BUILDING, 37 and 39 Court Street.
Owned and occupied in part by David Tucker, Dealer in Photographic Supplies.



J. N. MEHLTRETTER,
Of Mehlretter Bros., Leading Buffalo
Tailors, 367 Broadway.

THE FLOUR TRADE.

FROM Mr. Geo. Urban, Jr., of the Urban Mills, a director of the Exchange, the following facts were gathered:

There are five mills now in operation in Buffalo, with a combined capacity of 3,400 barrels a day of 24 hours. Last year, 1896, they turned out 647,520 barrels. This finds its market in the territory lying adjacent to Buffalo, and in the stretch of country lying east to the seaboard; and some is exported to Great Britain and Germany. It may be estimated that about 60 per cent. of the product consists of patent or high-grade flours, the average price of which is,

say, \$5.00, the other grades varying from \$3.50 to \$4.50.

The processes of manufacture are the latest and most highly improved known; the roller equipment has supplanted the other methods in all the plants, and nothing is omitted that in any way would help to turn out eco-

nomically a high-class product.

The flours made in the Buffalo mills are said to be exceptionally fine, owing to the fact that they are made from a large variety of wheat so mingled and blended as to produce a much better breadmaker than any one wheat will do. Buffalo's geographical situation



A. J. MEHLTRETTER,
Of Mehlretter Bros., Leading Buffalo
Tailors, 367 Broadway.



BUFFALO OPTICAL CO., Manufacturing Opticians, 532 Main Street.
Grinding Room and Prescription Department.

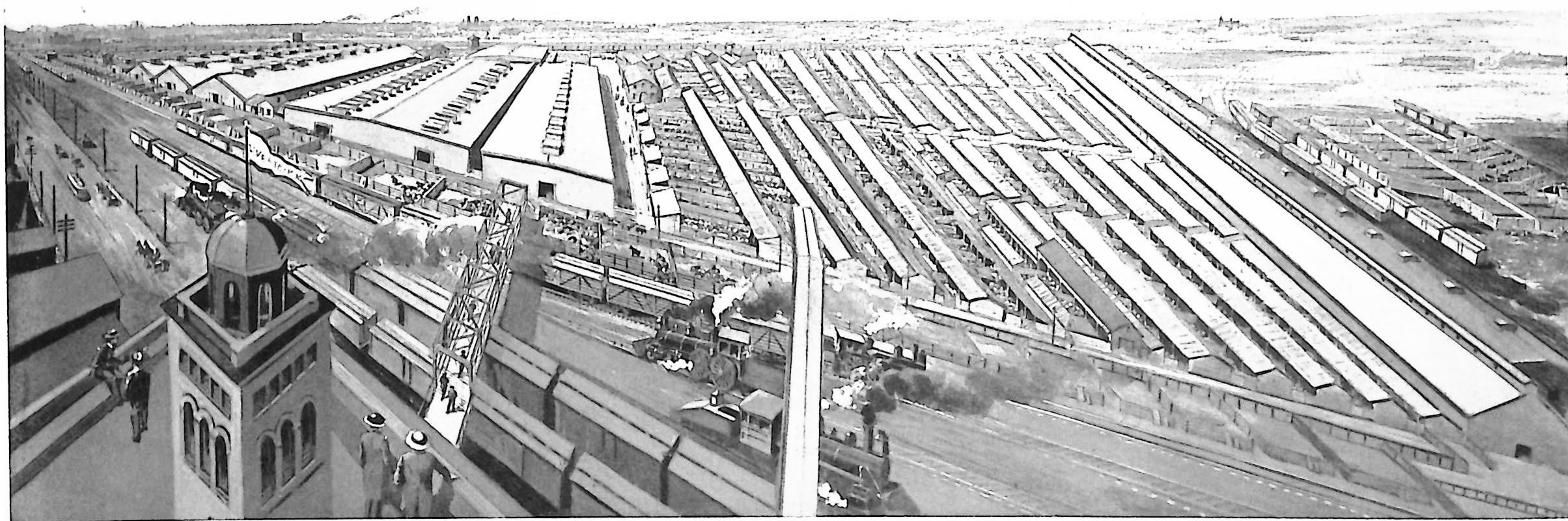


BUFFALO OPTICAL CO., Manufacturing Opticians, 532 Main Street.
Fitting Room.

relative to the wheat-growing sections is such that she naturally receives almost all varieties of wheat that are raised. She stands where the great transportation lines converge from Northwest, West and Southwest, and diverge through a populous country toward the seaboard. To this circumstance of location is attributed Buffalo's chief advantage as a milling center.

N. Y., a place near by. Their combined capacity is 5,200 bbls. daily. They turned out last year 576,957 bbls., which added to the total of the six city mills is 1,224,499 bbls. The approximate value of this product was \$6,000,000, over half which should be credited to the city mills.

These manufactures do not, however, represent the full extent of the flour trade of the city. Over 10,384,000



BIRD'S-EYE VIEW OF THE NEW YORK CENTRAL STOCK YARDS, East Buffalo, N. Y.

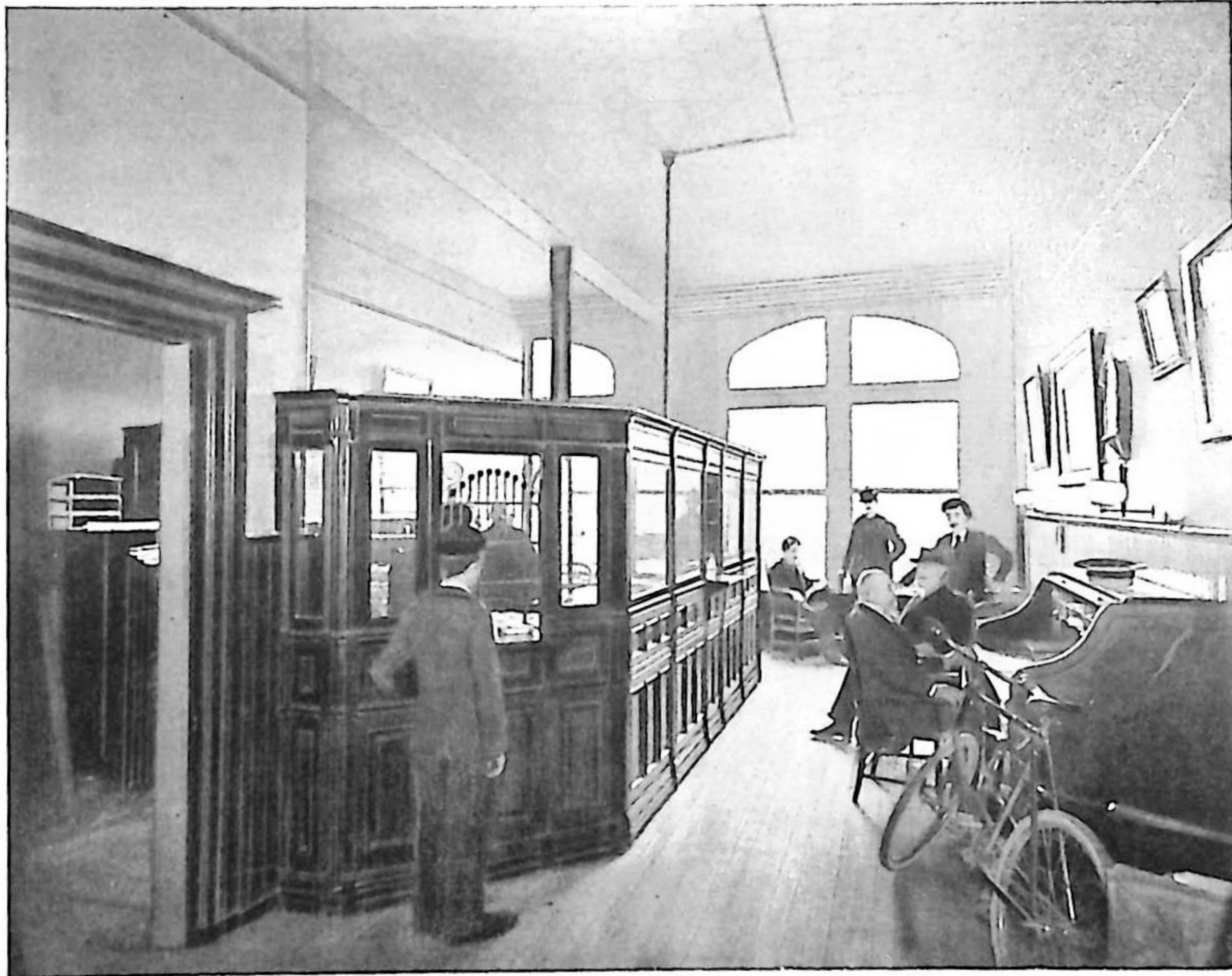
L. B. Crocker, General Sup't. These yards cover 80 acres and have the transportation facilities of all the roads centering here.

Besides the six city mills above referred to, six other outside mills are usually counted with those of this market. Three of these are at Niagara Falls, one at Tonawanda, one at Hamburg, a suburb, and one at Akron,

bbls. were received here by lake last year, said to be, with what is produced here, the largest receipts of any place in the land. The value of all this flour at wholesale prices would be something over \$50,000,000.

THE LUMBER TRADE.

In the lumber business in Buffalo there are, it is estimated, 83 firms or houses. Of these 31 are wholesalers, 27 are commission men and 25 are



OFFICES OF WILLIAMSON, RANSOM & MANSFIELD, Exchange Building,
New York Central Stock Yards.

Commission Dealers in Cattle, Sheep and Hogs.

retailers and manufacturers, such as planing-mill men and box manufacturers.

Buffalo has a great lumber business; from here the West, North and Northwest distribute to the



B. WILLIAMSON,

Of Williamson, Ransom & Mansfield,
Commission Dealers in Cattle, Sheep
and Hogs, Exchange Building,
New York Central Stock Yards.

East. The supply comes:
White and Norway Pine
from Michigan, Wisconsin,
Minnesota and Canada;

Hemlock from the same
states and Pennsylvania;
hardwood from the same
section and from the South;
Yellow Pine from Georgia,
North Carolina, South Caro-
lina, Florida, Mississippi,



N. W. RANSOM,

Of Williamson, Ransom & Mansfield,
Commission Dealers in Cattle, Sheep
and Hogs, Exchange Building,
New York Central Stock Yards.
In charge of the Sheep Depart-
ment of the firm's business.

Louisiana and Arkansas;
Cypress from Louisiana.
The business done in hard-
woods is especially large
here, every variety being rep-
resented. Large quantities



C. C. MANSFIELD,

Of Williamson, Ransom & Mansfield, Com-
mission Dealers in Cattle, Sheep and
Hogs, Exchange Building, New
York Central Stock Yards.

of Washington and Oregon redwood, fir and spruce also come here, but it is in the form of shingles that the greater part of the product from these States is received. |

Wherever possible lumber is shipped to Buffalo by lake routes. Where this is not practicable, the railways carry it.

A great deal of the southern lumber is brought to New York by vessel and transported from there here by canal.

This method of carrying is being used more and more.



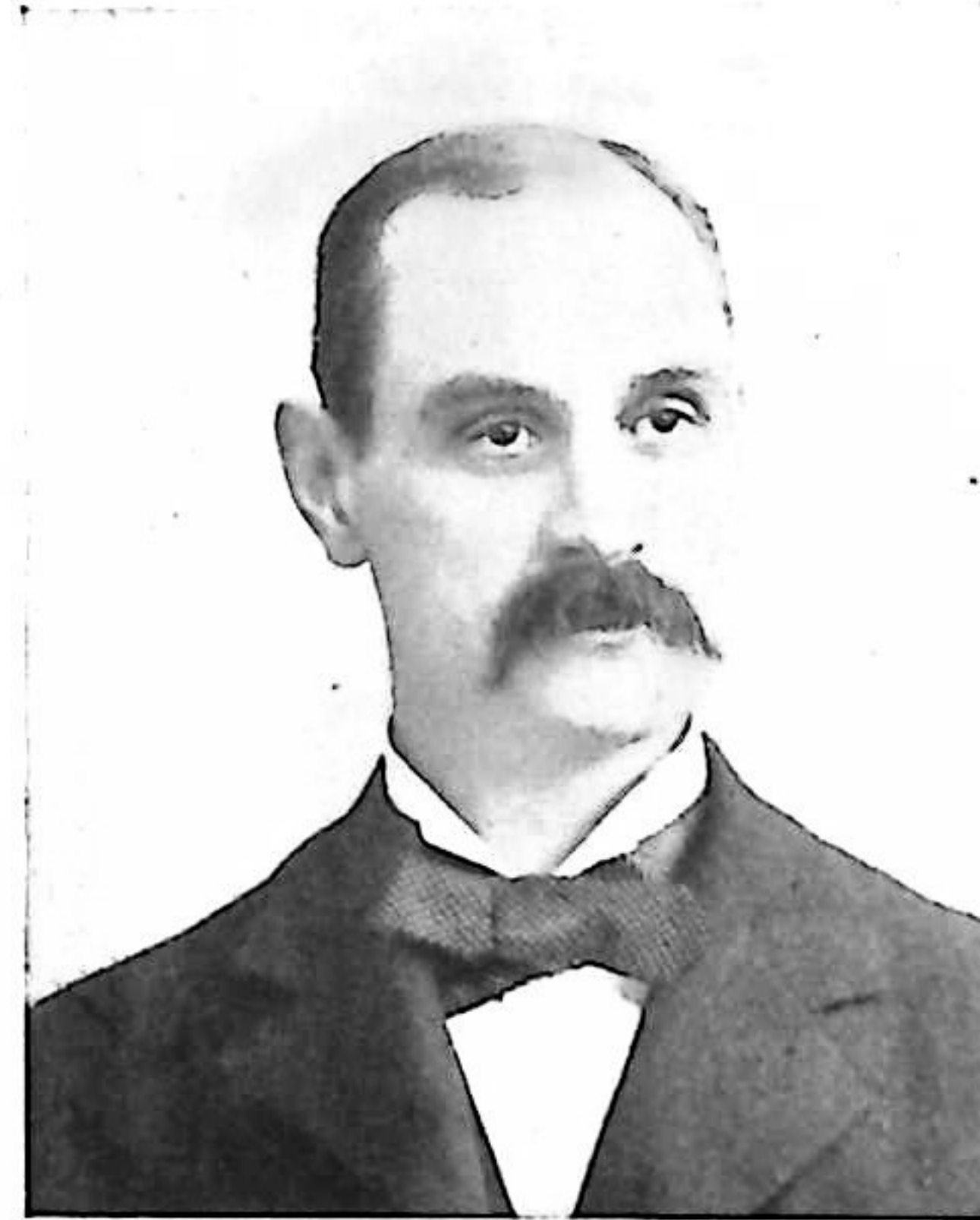
JOHN HUGHES,
President East Buffalo Live Stock Exchange Co. (owners of East Buffalo Live Stock Exchange), and of Swope, Hughes, Walz & Bunstead, Live Stock Commission.

The stock on hand in yards here at the close of 1896 was 193,414,000 feet.

There were sold in 1896 by Buffalo



MORRISON KERR,
President East Buffalo Live Stock Association, and of M. Kerr & Son, Live Stock Commission Dealers, Live Stock Exchange, East Buffalo.



W. SPRAGUE KERR,
Secretary and Treasurer East Buffalo Live Stock Exchange Co., and East Buffalo Live Stock Association, and of M. Kerr & Son, Live Stock Commission.

dealers 277,257,000 feet that did not pass through this city at all.

Tonawanda claims to do about the same amount of business as Buffalo: that is between eight and nine hundred million feet. Some claim their total is as high as ten hundred millions.

The capital employed in the business in Buffalo is estimated at from ten to twelve millions.

The leading features of

the trade in Buffalo may be stated as the jobbing business and the big hardwood stocks carried here. By jobbing here is meant selling in car load lots, canal-boat



EXCHANGE BUILDING OF THE EAST BUFFALO LIVE STOCK EXCHANGE CO., East Buffalo.

Contains quarters of the East Buffalo Live Stock Association and offices of Grand Trunk and Michigan Central Railroads, and Central Traffic Association, Telegraph, and general trade facilities.



L. A. LEWIS,
Of Kerr, Lewis & Co., Live Stock Brokers,
Room 11 Live Stock Exchange,
East Buffalo.

loads, and so forth. The great bulk of the trade with outside points is of this nature.

As to hardwoods, it is said larger and more complete stocks are to be found here than in other lumber centers of the country.

Following are some statistical details of the Lumber Trade as reported by the Merchants' Exchange.

Receipts by canal, 1896: Lumber, 3,821,834 feet. Shipments same route, 38,409,390 feet; total business 42,231,224 feet; and, in addition, large quantities of staves and heading, shingles and timber.

Receipts by rail same year 409,095,000 feet; shipments same route 281,070,000.

Receipts by lake 201,277,884 feet, together



T. L. KERR,
Of Kerr, Lewis & Co., Live Stock Brokers,
Room 11 Live Stock Exchange,
East Buffalo.

with lath, shingles, ties, staves, timber, etc., besides. Total receipts, 614,194,718 feet; shipments 319,479,390 feet. Stock on hand December 31st, 1896, 193,414,000 feet.

These are somewhat less than the usual figures for the year's trade.

The Tonawanda receipts in 1896 were 489,676,500 feet of lumber, besides lath and shingles in large quantities.

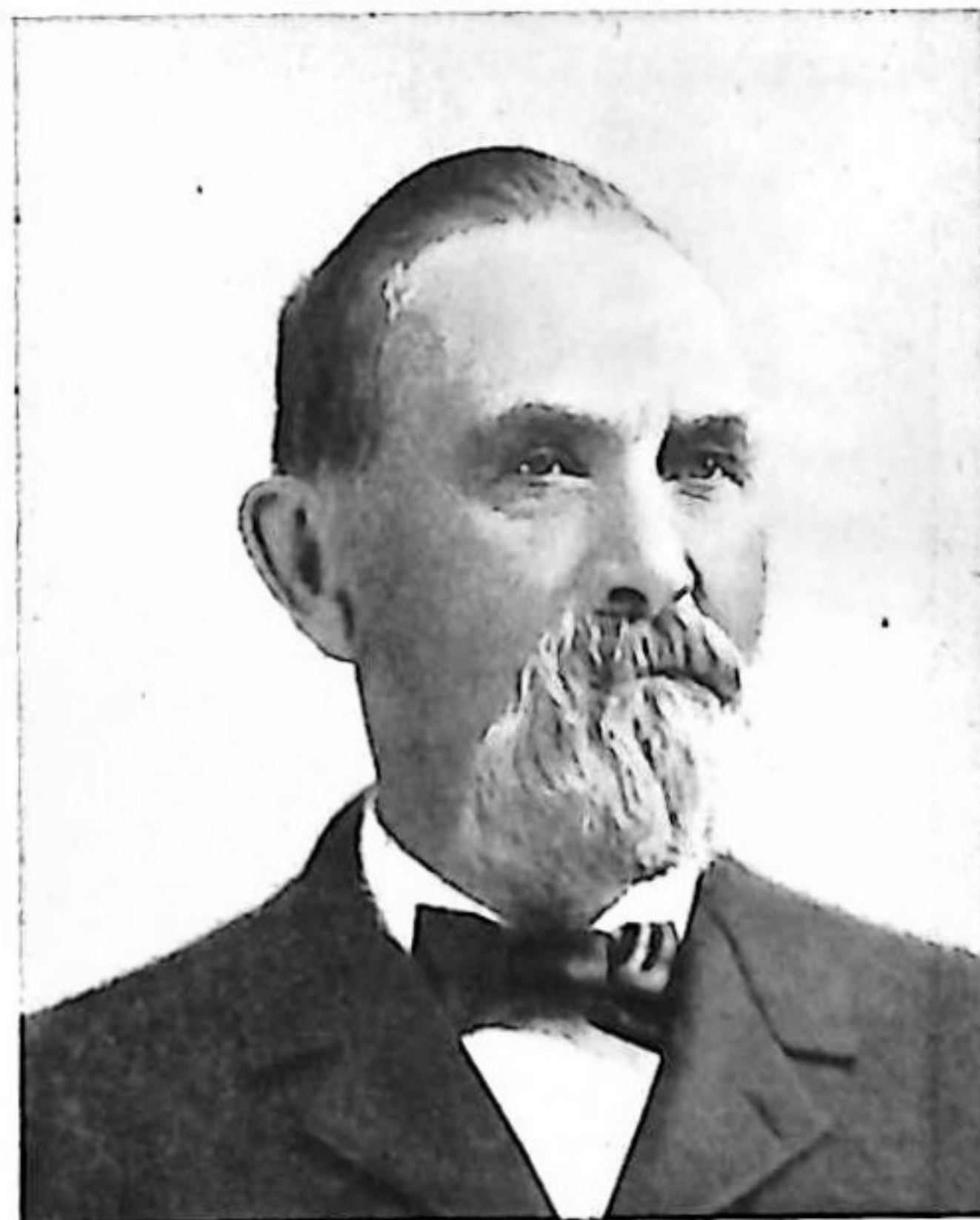
Buffalo, it will be seen, is one of the greatest lumber centers of the country.

LIME, CEMENT, ETC.

THERE are about 50,000 barrels of lime required for the Buffalo market annually. About 50 per cent. of this comes from the Canadian province of



J. G. KERR,
Of Kerr, Lewis & Co., Live Stock Brokers,
Room 11 Live Stock Exchange,
East Buffalo.



R. W. WATKINS,
Live Stock Commission, 16 Live Stock
Exchange, East Buffalo.



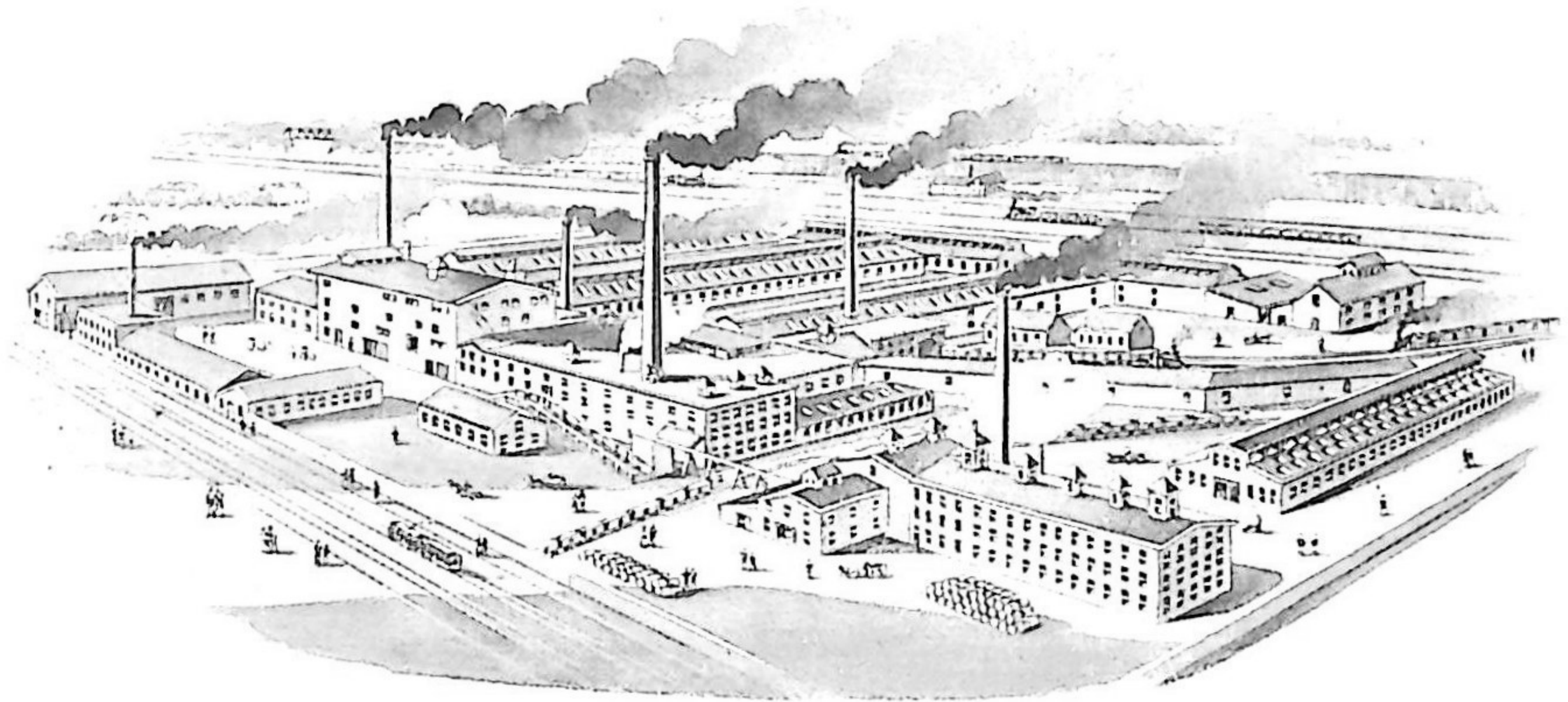
JAMES SMITH,
Dealer in Live Stock, 30 Cassy St. Member
of the Board of Aldermen for Ward 11.
Also Democratic State Committeeman.



M. F. WINDSOR,
General Manager of the Milsom Rendering
and Fertilizer Co., 963 William Street.

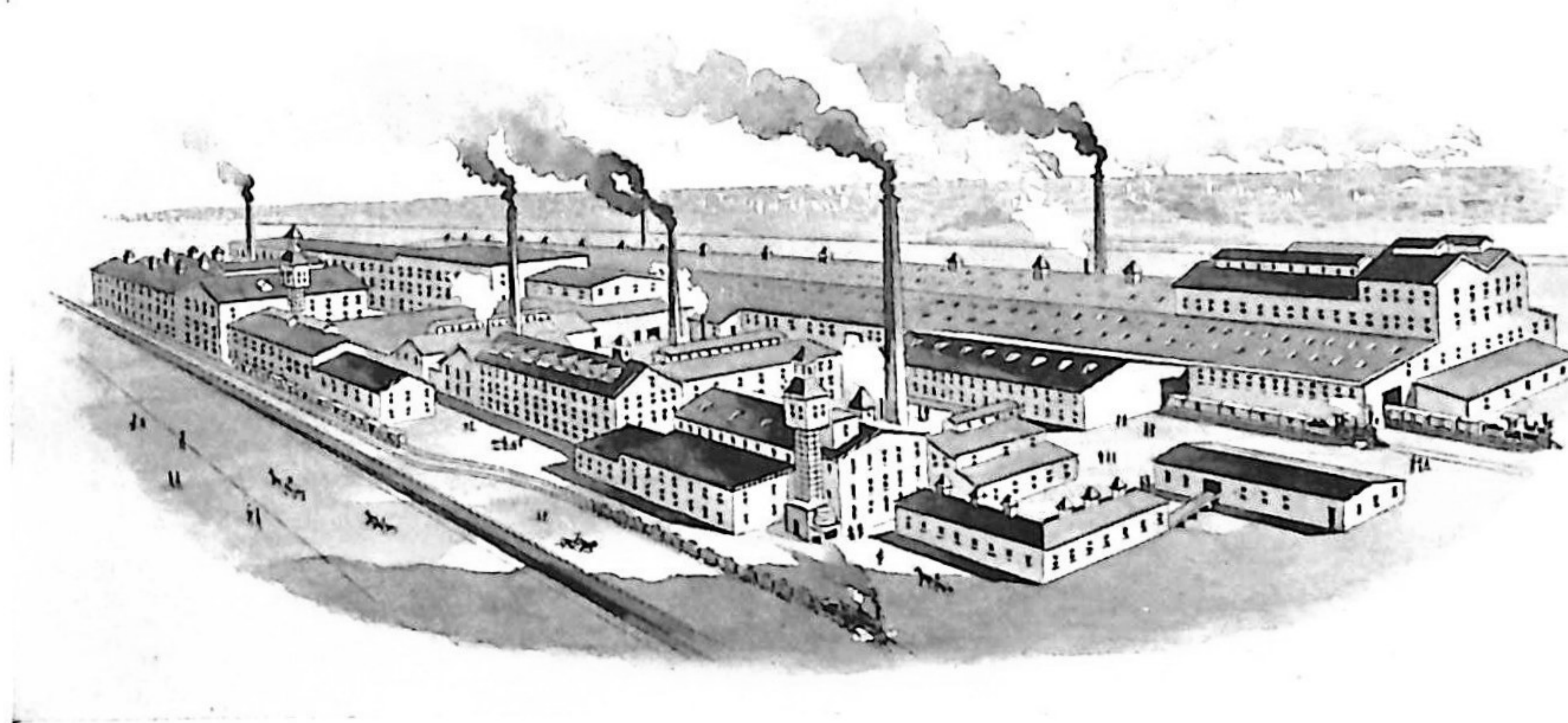
Ontario, and
the rest
chiefly from
kilns and
quarries
near the
city, such as
those at Wil-
liamsville.
But the use
of lime is be-
ing grad-
ually super-

seded by patent wall plaster, particularly
in the finer class of buildings. The base
of this patent plaster is gypsum, which
is obtained principally from Hants County,
Nova Scotia.



WORKS OF THE MILSOM RENDERING AND FERTILIZER CO., Cheektowaga.

High-grade Fertilizers and fine ground bone. Also jobbers in muriate and sulphate of potash, double manure salts, kainit and sylvinite, nitrate soda, dried blood and all grades of tankage and dissolved bone black, and dealers in and manufacturers of glues, grease, oils, tallow, stearine and rough bone. Buffalo office, 963 William Street.



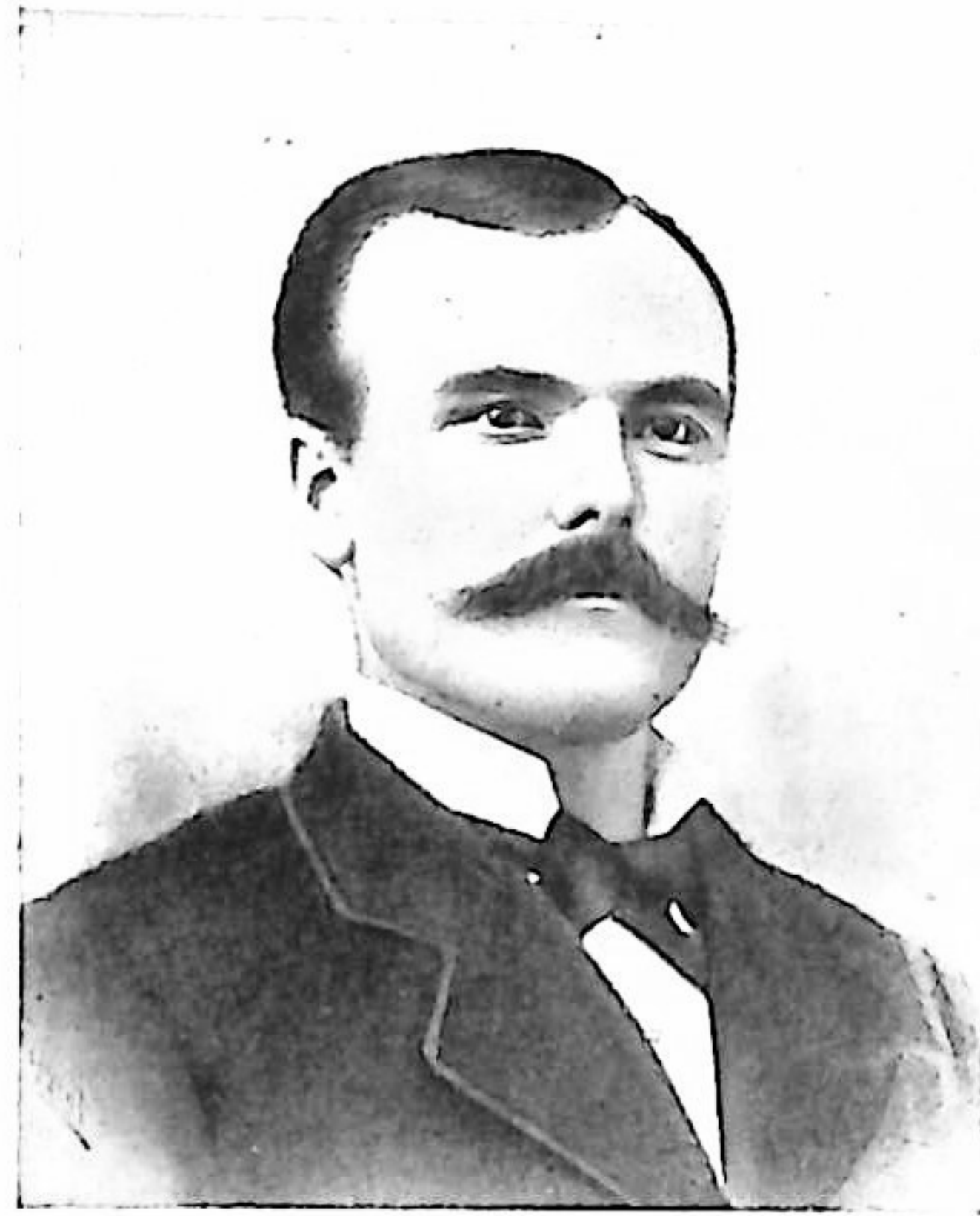
CROCKER FERTILIZER & CHEMICAL CO., Babcock Street, East Buffalo,
Offices, Guaranty Building.

Of cements,
in the neigh-
borhood of
100,000 bar-
rels are handled
here every
year. These
consist of com-
mon varieties,
imported Port-
lands, and do-
mestic Port-

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F. B. DEAN,
Of Dean's Coach and Boarding Stables,
71 and 73 Edward Street.



JOHN W. ALLEN,
Coach, Coupé, Boarding and Livery Stables,
77 and 79 Edward Street.

lands, first-class varieties of which are made in western New York, Wayland, 80 miles out on the Delaware, Lackawanna & Western Railroad, furnishing large quantities. The cements are used



E. B. ALLEN,
Livery, Boarding, Coach and Coupé Stables,
269 Michigan Street.

its very advantageous position as a railroad center and lake port, Buffalo has become a great coal market. The distributing point, so the latest reports (1896) show, for upwards of 2,500,000



ELIJAH WHITE,
Of White Bros.' Coach, Livery and Boarding Stables, 428, 430 and 432 Jersey Street.



STABLES OF HARRY M. KAISER, 250 Franklin Street,
Coach, Livery and Boarding. Rubber-tired and Electric Light Carriages
Successor to Geo. B. Efner

nowadays largely in the construction of sidewalks, in foundations, and for the stone work of the finer of buildings.

COAL TRADE OF THE CITY.

By reason of its proximity to the great Pennsylvania coal fields and



WHITE BROS.' COACH STABLES, 428, 430 and 432 Jersey Street.



E. SLEAP,
Of the American Storage Warehouse.
Furniture Storage and Moving Vans.
Court Street, corner of Franklin.

tons by lake, and the receiving point for 7,275,000 tons by rail, a total of 9,775,000 tons, the value of which at wholesale rates was about \$48,875,000.

From reports rendered by the State Railroad Commission, indeed, it appears that of the total tonnage of the railroads centering here from 12 to 50 per cent. is coal; accordingly, the principal roads having this traffic, have provided uncommon facilities for it here in the way of



MOVING VAN OF THE AMERICAN STORAGE WAREHOUSE, Corner of Court and Franklin Streets.

Carting in all its branches. Moving a specialty. First prize at State Fair, 1895, for large moving vans and for handling furniture.



T. J. DOWNING,
General Carting, 217 Front Avenue.

trestles, pockets and wharfage generally; one road, indeed, the Lackawanna, maintains what is said to be the largest coal pier in the world.

These facilities are described in the Merchants' Exchange report for 1896, as follows:

1. The Western New York & Pennsylvania R. R., average daily shipping



[126]

T. J. DOWNING, 217 Front Avenue.
General carting. Mammoth moving vans. Piano moving a specialty.



LEE M. COOTES,
Farrier, 157 Ellicott Street. Residence,
252 Lexington Avenue.

capacity, 2,500 tons; average capacity of pockets, 3,000 tons.

2. Delaware, Lackawanna & Western R. R. shipping capacity (average) daily, 3,000 tons; pockets, 4,000 tons.

3. Lehigh Docks Nos. 1 and 2, shipping capacity, 6,000 tons; pockets, 12,000 tons.

4. Erie Docks of the Erie R. R., shipping capacity, 3,000 tons; pockets, 10,000 tons.

5. Reading Docks, shipping, 7,000 tons; pockets, 6,500 tons. Total shipping capacity, 21,500 tons daily; pockets, capacity, 35,500 tons. Besides

this, there are just outside the limits in the suburb of Cheektowaga, the stocking coal trestle of the Delaware, Lackawanna & Western R. R. with a capacity of over 100,000 tons storage; the Lehigh trestles and stocking plant of 175,000 tons storage capacity, with a shipping capacity of 3,000 tons daily, and transfer trestle for loading box cars, with a capacity of 100 cars daily, and the Erie stocking plant, with average daily capacity of 1,000 tons and



L. M. TAYNTOR,
Expressman, 85 Walnut Street. Specialty,
General Carting and Piano Moving.



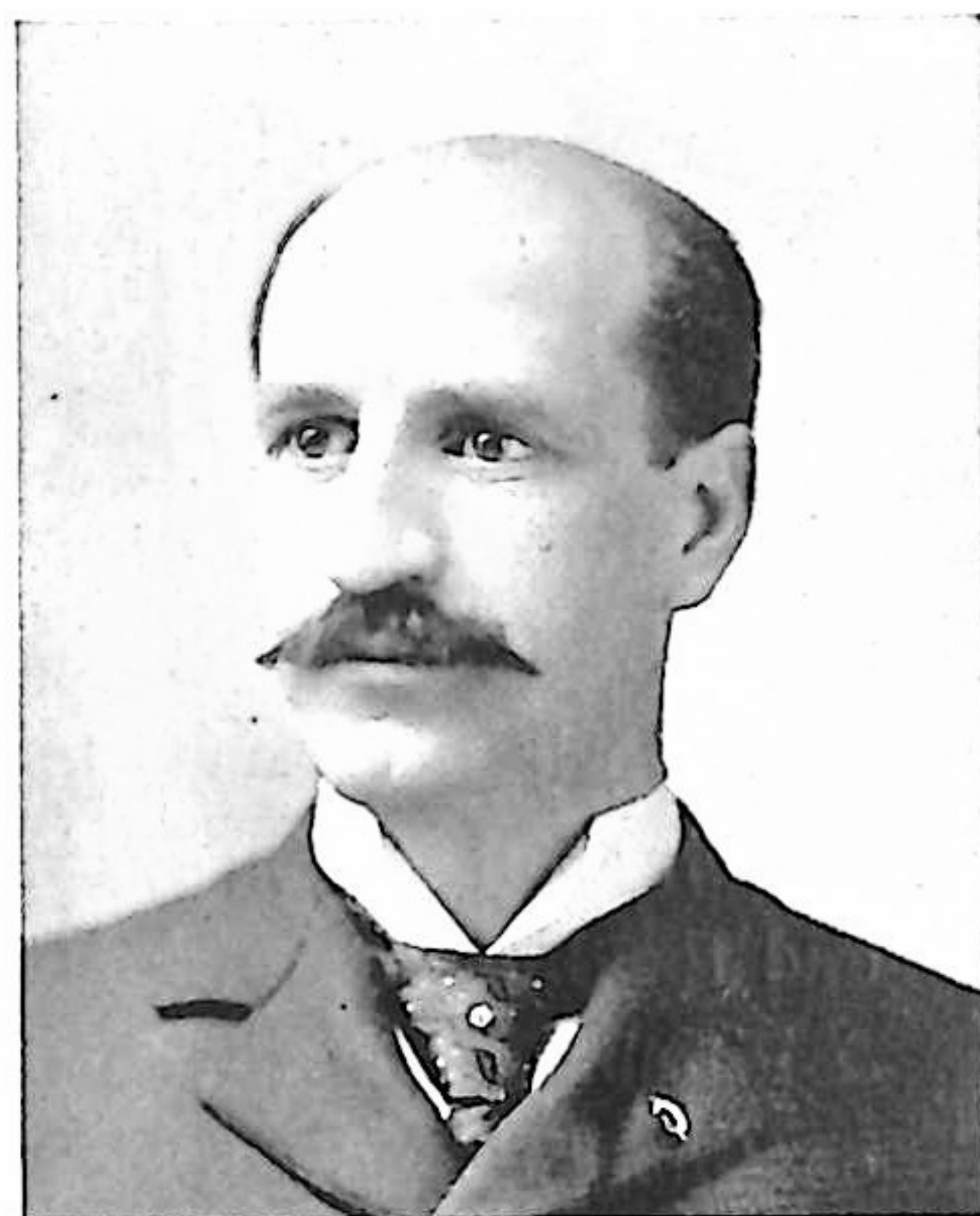
FRANK SNYDER,
Teamster and Contractor for Heavy Hauling. 265 Eagle Street.

storage capacity of 100,000 tons. The Reading, also, has at the foot of Georgia Street, in the city, a large trestle and pocket for the convenience of the retail trade, in connection with their docks, with a capacity of 2,000 tons, and the Buffalo, Rochester & Pittsburgh has terminals on Ganson and Michigan



RESIDENCE AND STABLES OF FRANK SNYDER, 265 Eagle Street.

Teamster and Contractor for Heavy Hauling.



GEORGE W. CHASE,
Merchandise Broker, handling chiefly
Grocers' Supplies. 11 Ellicott Street.



RESIDENCE OF GEO. W. CHASE, 585 Lafayette Avenue.

streets, fronting on the Blackwell Canal, with a water frontage of 1,000 feet; also a town delivery yard, with a hoisting plant for loading and coaling vessels.

The 1896 report of the Merchants' Exchange gives also the following details of the trade here:

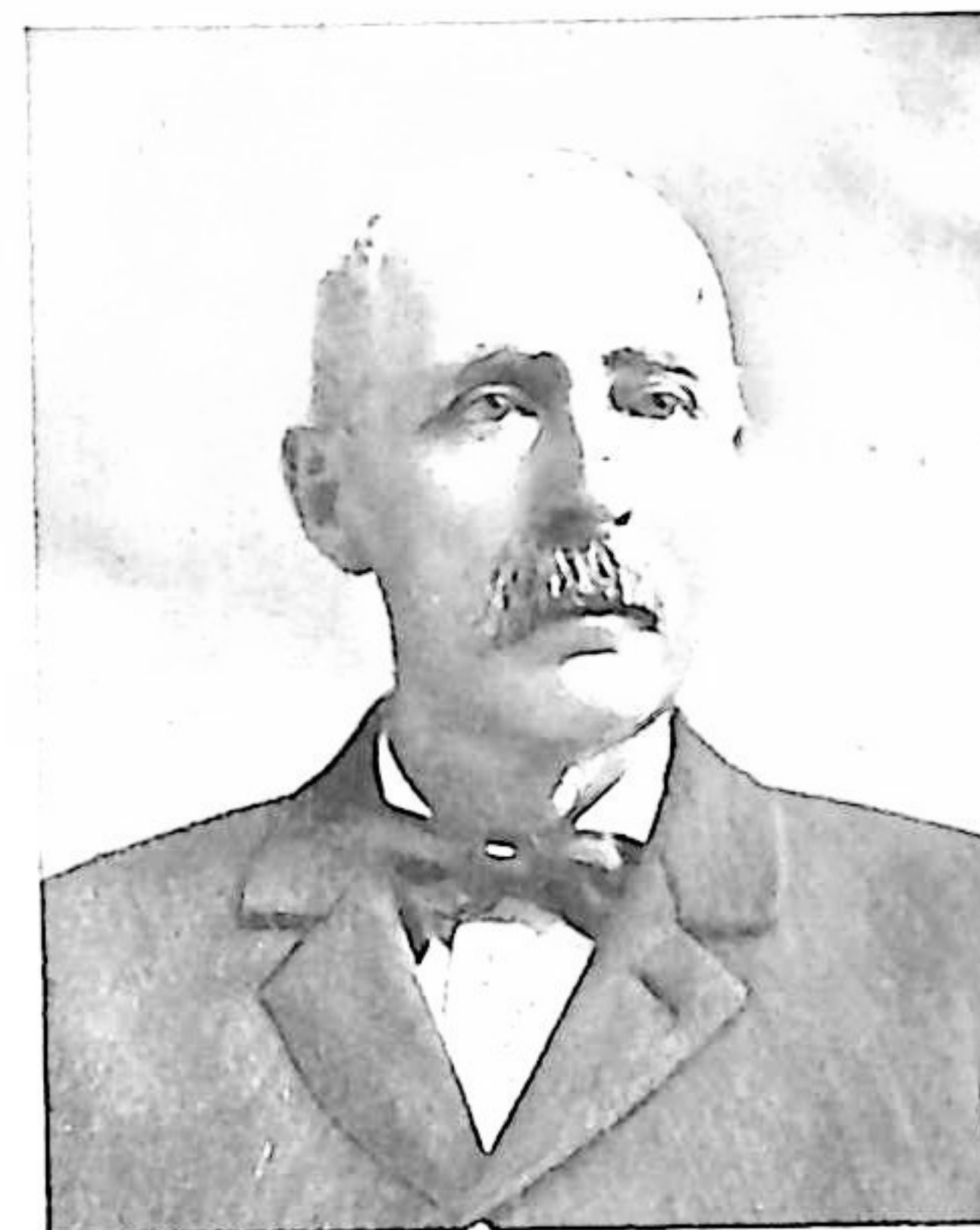
Receipts by canal 38,061 tons, all anthracite; shipments by same, 1,104 tons anthracite, 956 tons bituminous; total canal movement 40,121 tons, of which 39,165 was anthracite.

Receipts by lake, nothing; shipments, 2,379,068 tons anthracite; 6,000 tons Blossburg; 15,000 tons bituminous.

Receipts by rail, 4,550,000 tons anthracite; 2,661,840 tons bituminous; 25,000 tons Blossburg. No statement of shipments available.

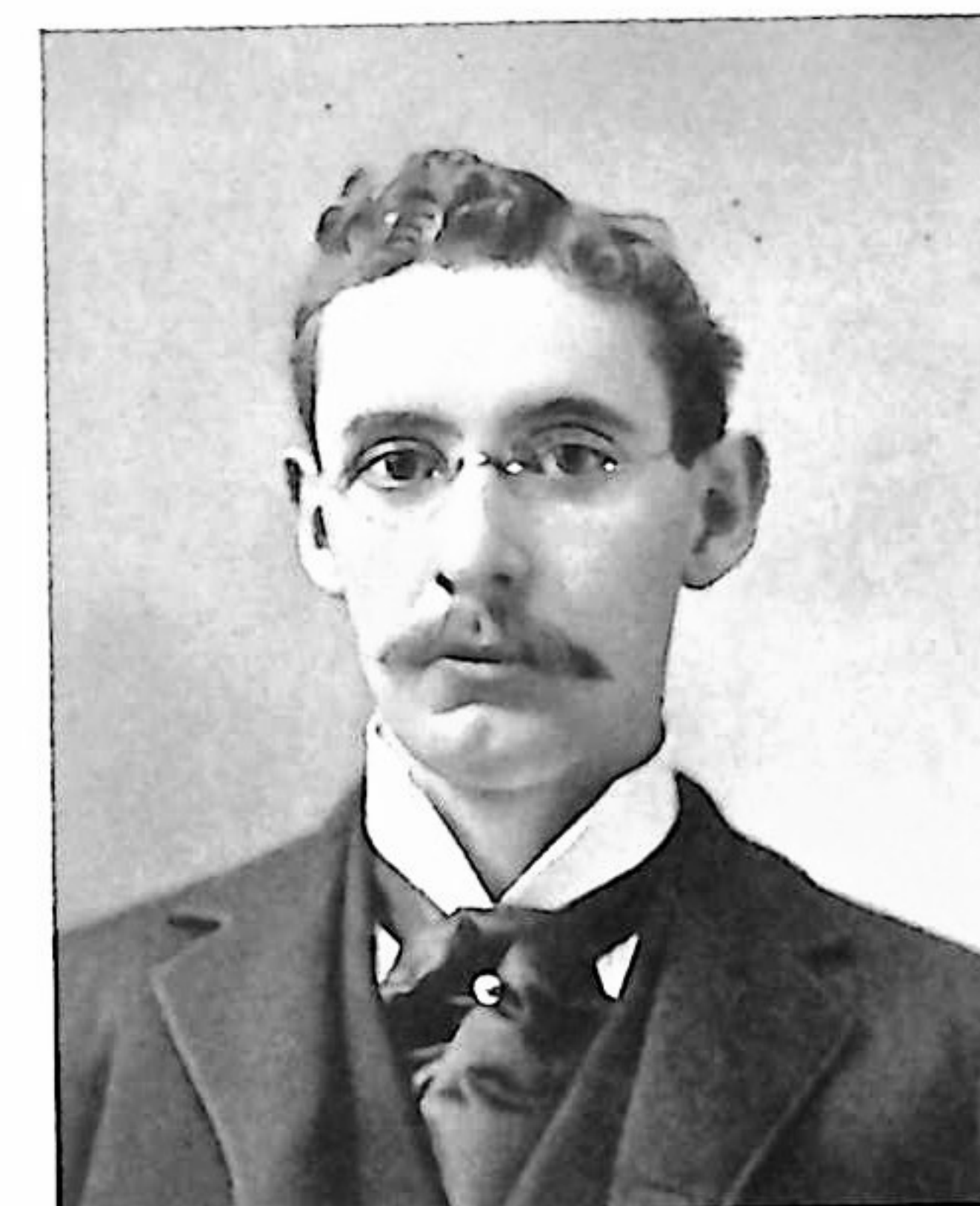
Total receipts, 7,274,901 tons, total shipments, 2,501,128; total anthracite received and shipped, 6,968,773 tons; total bituminous 2,677,796 tons; Blossburg 31,000 tons.

The largest shipments of 1896 were



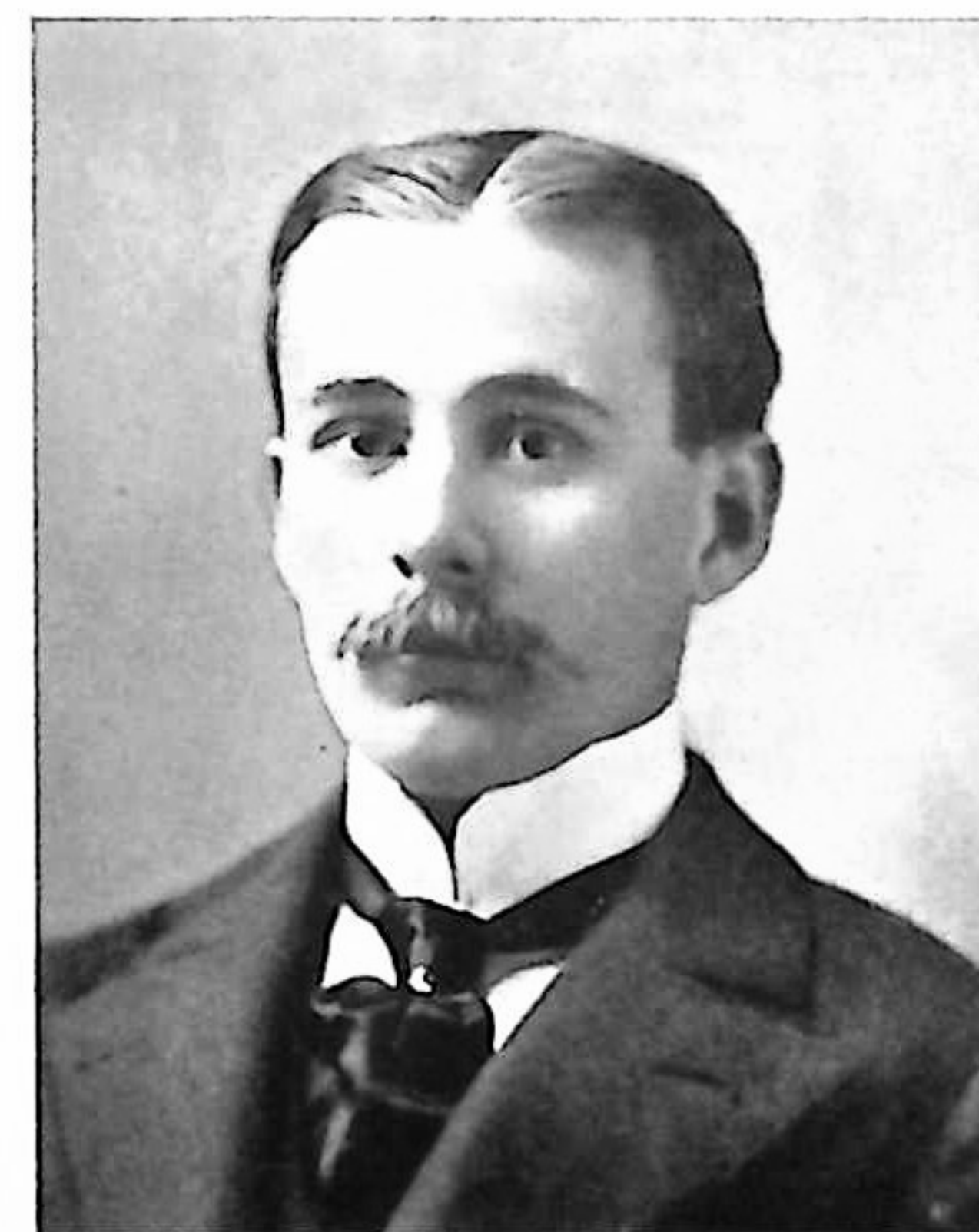
THE LATE W. F. PRATT,
Wholesale and Retail Hay, Grain, Feed,
etc. 22 to 28 Myrtle Avenue.

to Chicago, 974,203 tons; Milwaukee, 645,836 tons; Duluth, 243,300; Superior, 194,075; Toledo, 11,415 tons; Manitowoc, Wis., 40,900.



W. G. PRATT,
Of W. G. & L. H. Pratt, successors to
W. F. Pratt, Wholesale and Retail Hay,
Grain, Feed, etc. 22 to 28 Myrtle
Avenue.

Buffalo is the greatest coal port of the lakes, and is one of the largest centers of



L. H. PRATT,
Of W. G. & L. H. Pratt, successors to
W. F. Pratt, Wholesale and Retail Hay,
Grain, Feed, etc. 22 to 28 Myrtle
Avenue.

the trade in the world. About one-sixth of the anthracite product of the country passes through the city. Here the great coal roads and coal producing concerns all maintain agencies. Several of these, together with the docks of the large companies, are illustrated herein, on pages preceding this.



O. E. GOLDHAGEN,
Manager of the Niagara Storage Co., 222
Niagara Street.

1895 its receipts were 720,000 tons. The total iron ore shipment of all points in the country during 1896 were a little short of 10,000,000 tons; Buffalo therefore handled something over a 20th of the whole.



The Merchants' Exchange report for 1896

E. HARDER,
Of E. Harder & Co., Groceries and Provisions, Flour, Feed, Wood, Coal and Coke. 974 Genesee Street.

The retail trade here is enabled, through the facilities afforded, to dispense with yards. The local dealers simply have offices where orders are taken to be filled direct from the docks.

IRON ORE TRADE AND DOCKS.

BUFFALO ranks among the leading ports of the lakes in the iron ore trade. Its receipts in 1896 were 545,101 tons, a quantity only exceeded by three other points, Cleveland, Ashtabula, and Erie. In



NIAGARA STORAGE WAREHOUSE, 220 to 224
Niagara Street.

Six stories, 70 by 126 feet each, with basement; practically fire-proof; finest facilities for storage of furniture, pianos and valuable merchandise.



J. I. PRENTISS & CO., corner of Michigan and Perry Streets.
Wholesale Grocers and Proprietors of the Columbia Coffee and Spice Mills.

gives the following sketch of the ore docks of the city.

1. The Lehigh Valley, on the Tifft Farm improvement, which plant consists of three Brown hoists and six Thornburgh hoists with ample storage facilities.

2. The Buffalo Dock Company (H. K. Wick & Co.), on the Blackwell Canal with six McMyler hoists and storage trestles combined.



NEW BUILDING OF THE BUFFALO COLD STORAGE CO.,
Perry and Columbia Streets.

Capacity, 250 car loads. For miscellaneous goods.



LOUIS ENGEL,

Wholesale Commission Merchant, 46
West Market and 105 Michigan
Street. Member of the Buf-
falo Produce Exchange.
Established 1885.

3. The Minnesota Docks (N. Y. L. E. & W.), on the river, five McMyler hoists and storage trestle combined.

4. The Coit Docks, in the Erie Basin (N. Y. C. & H. R. R.), two McMyler hoists and storage trestles combined.

5. The Delaware, Lackawanna & Western R. R., one set of six Thornburgh hoists only, located in the Erie Basin.

The total dock frontage aggregates 4,000,000 feet, and the docks have connections with numerous railroads centering at Buffalo.

The facilities thus described are ample for the prosecution of the trade.



J. W. POWELL,

General Fruit and Produce Commission
Merchant, 140 and 142 Michigan Street.
President of the Buffalo Fruit and
Auction Co., and vice-president of
the Buffalo Produce Exchange.



BUFFALO COLD STORAGE CO., Perry and Columbia Streets.

Jerome I. Prentiss, president; A. H. Prentiss, treasurer; Dan'l E. Knowlton, secretary and general manager. Capital, \$100,000. Storage capacity, 500 car loads. This building used for storage of butter and eggs only.

LIVE STOCK STATISTICS 1896.

DURING the last 30 years the live stock business has grown here from 250,000 head of cattle received annually to 1,000,000 head of receipts in the same time; from 240,000 hogs to nearly 4,000,000 a year; from 700,000 sheep to 2,700,000, and from 3,500 horses to 100,000.

The trade in 1896 was as follows: Cattle, 945,274 head; hogs, 3,900,450; sheep, 2,664,200; horses, 90,300.



CHARLES RICHARDSON, 58 and 60 West Market Street and 121 and 123 Michigan.
(West Market Street Front.)

Wholesale foreign and domestic fruits; general commission; jobbing car lots a specialty. Exporter of fancy apples. Correspondents in principal markets of the United States, Canada, West Indies, Great Britain and the Continent. Established 1876. Cable address "Rich" Buffalo.

The cattle receipts were largest over the Lake Shore and Grand Trunk railroads, viz: 15,683 cars and 11,362 cars respectively, or at 20 to the car, 313,660 over the former line and 227,240 over the latter, considerably

more than half the whole quantity received. The shipments of cattle were chiefly by the New York Central, 12,218 cars, or 244,360 head; West Shore R. R., 9,001 cars, or 180,020 head; Lackawanna, 9,639 cars, or 192,780 head, and the Lehigh, 6,757 cars, or 135,140 head.

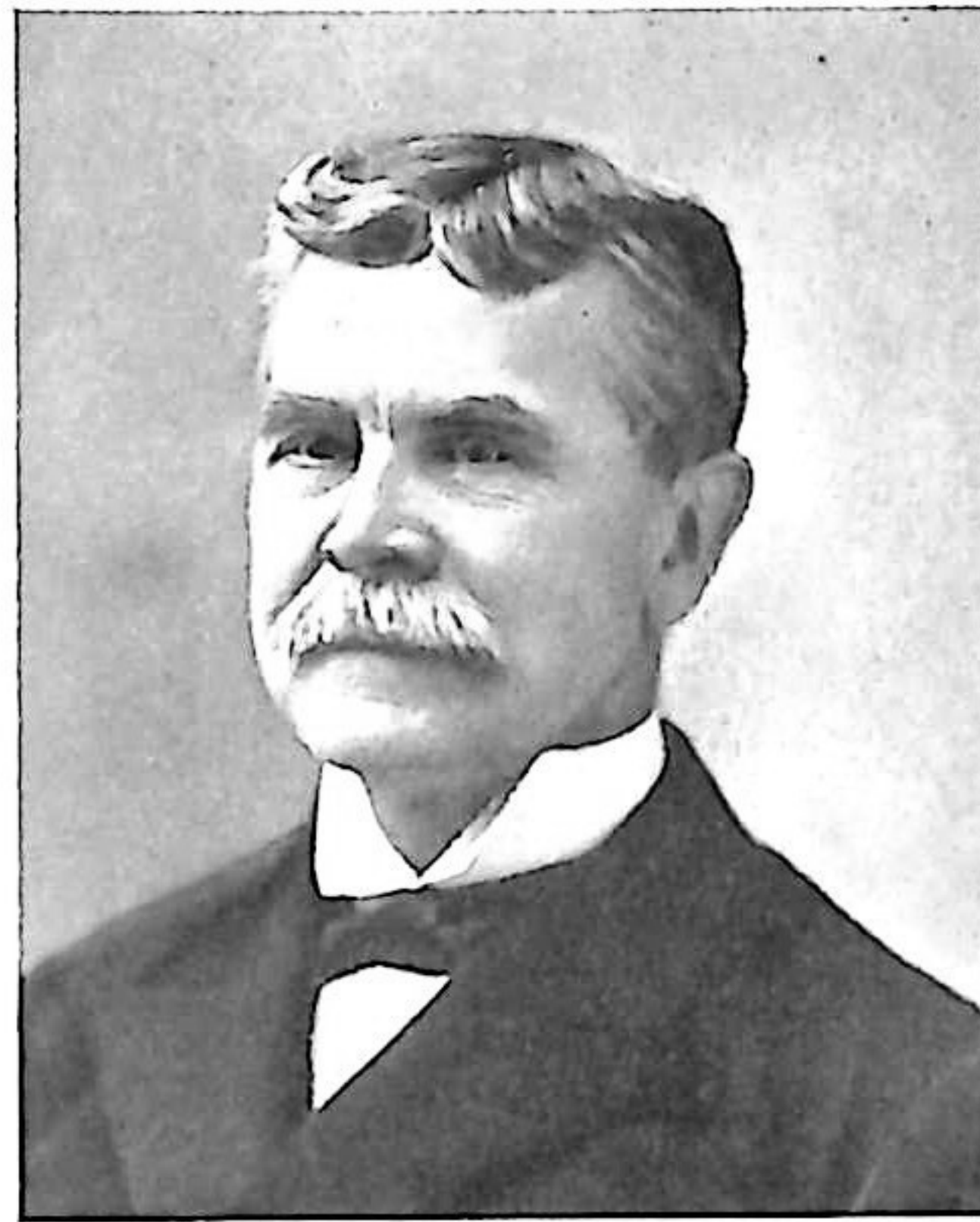
Hogs were received most largely by the Lake Shore,



CHARLES RICHARDSON,
Importer of Foreign Fruits.



RESIDENCE OF CHARLES RICHARDSON, Linwood Avenue.



JAMES S. LADD,
Fine Groceries, 562 Main Street. Table
delicacies a specialty.

and by the New York, Chicago and St. Louis Lines—9,885 cars of 1,235,625 head by the first named and 9,245 cars, of 1,145,625 head by the latter. They were shipped hence most largely by the New York Central, to the extent of 9,557 cars, of 1,194,625 head.

Sheep came in most largely over the Lake Shore and Grand Trunk, viz: 4,518 cars, of 903,600 head total, by the first, and 3,867 cars of 773,400 head, by the other. Of these about 220,000 head, valued at \$715,650, came from Canada. The largest shipments were by the New York Central,



WM. D. DOHERTY,
Manager Buffalo Stores Great Atlantic
and Pacific Tea Co.



FAXON, WILLIAMS & FAXON, 399 and 401 Main Street.
Dealers in High Class Groceries and Table Delicacies.



THE GREAT ATLANTIC AND PACIFIC TEA CO., 29 E. Chippewa Street.
[132] Importers, Coffee Roasters and Manufacturers, with 225 stores. Headquarters, 31, 33, 35 and 37 Vesey Street, New York. Buffalo Headquarters, 29 E. Chippewa and 381 Main Street.



FRANK H. KINNIUS,
Wholesale and Retail Grocer, 1412 and
1414 Main Street.



STORE OF FRANK H. KINNIUS, 1412 and 1414 Main Street.
Wholesale and Retail Dealer in Fine Groceries and Table Supplies.

2,899 cars, of 579,800 head, and Lehigh, 2,558 cars, of 511,600 head.

Of the horses received 1,980 cars came over the Lake Shore, and 1,594 over the Grand Trunk; and 1,703 cars were shipped by the New York Central, and 1,233 by the West Shore. The Custom House figures show that of Canadian horses \$32,845 worth came in.

Of the stock received there was slaughtered here in 1896, some 80,080 head of cattle; 1,422,560 hogs; and 775,200 sheep.

The receipts of sale stock at the New York Central Stock Yards here in 1896 were, 8,267 cars of

cattle; 13,094 cars of hogs, and 9,848 cars of sheep. The through stock received at these yards the same year were 34,700 cars of cattle, 12,909 cars of hogs, and 3,473 cars of sheep. The receipts at these

[133]



WM. WILLGANSZ,
Staple and Fancy Groceries, 188 and 190
Carolina Street.



THE WILLGANSZ APARTMENT HOUSE, 126 and 128 Prospect Avenue.
Three stories; 77 feet front; of Kittanning pressed brick with red sandstone trimmings. Fitted throughout with all modern improvements. Architect, J. Rowe.

yards have been as high as 12,000 cars nearly, of sale cattle (1890), and 38,816 cars of through cattle (1892); 11,490 cars of sale sheep (1895), and 5,745 cars of through sheep (1891). The largest receipts there of sale hogs were last year's (figures given above), and the largest of through hogs, 27,000 cars in 1891.

At prevailing prices the live stock business of the city may be set down as follows:

Cattle, total 1,000,000 head, \$40,000,000; hogs, total 4,000,000 head, \$25,000,000; sheep,

total 2,700,000

head,

\$15,000,000; horses, total number 100,000 head, value \$5,000,000.

The sale stock was of the value of \$27,000,000, total, divided as follows: Cattle, \$8,000,000; hogs, \$12,000,000; sheep, \$7,000,000. These last figures, with feeding and other charges for stock in transit represent the local business of the stock yards.

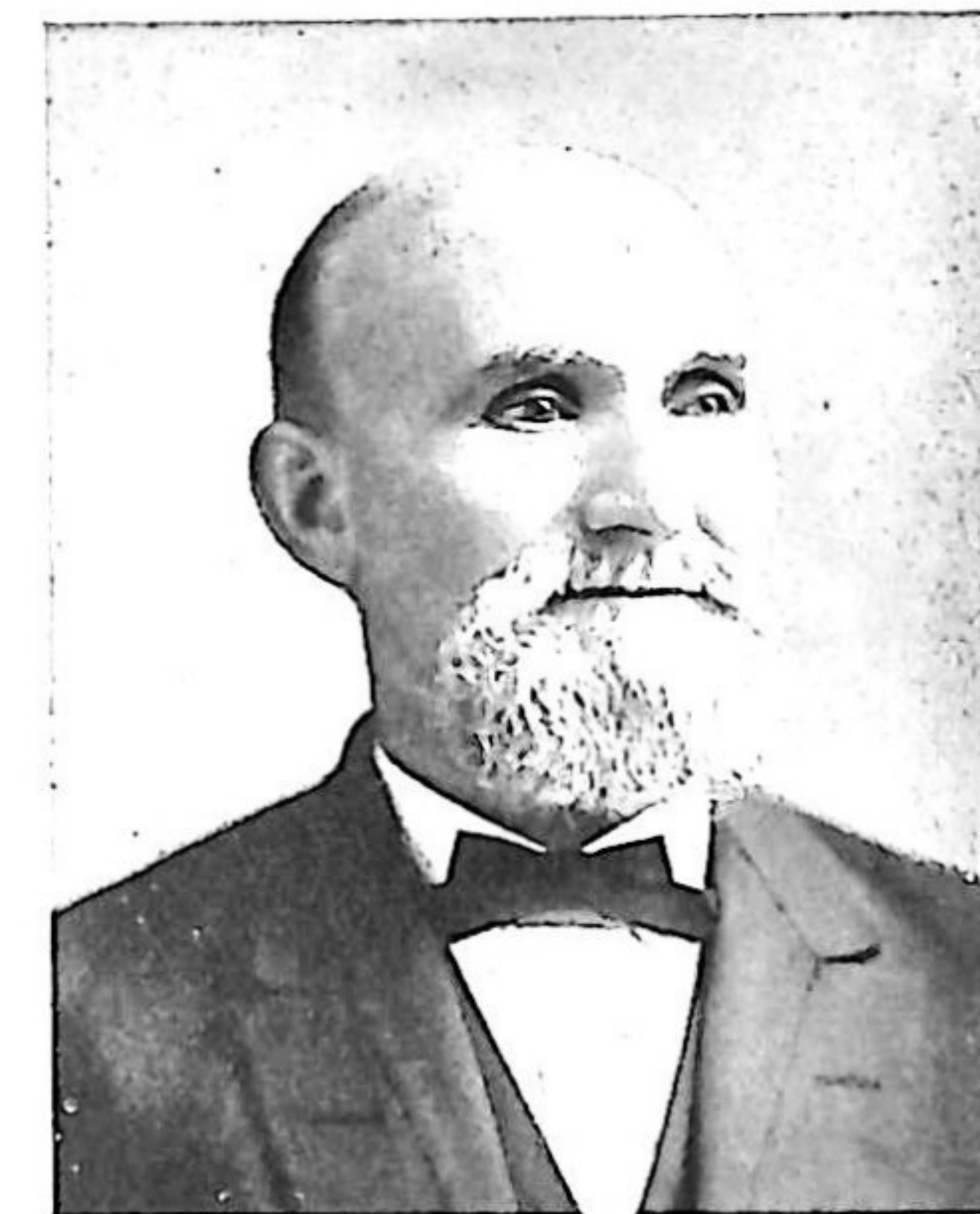
STOCK YARDS BUSINESS.

THE New York Central Stock Yards, which handle practically all the live stock that comes to Buffalo, are situated in East Buffalo on the north side of William Street and east of the point where the tracks of the



A. J. WALKOWIAK,

Fine Groceries, wholesale and retail, 387 and 389 Peckham Street.



FREDERICK A. L. ZESCH,

Dealer in Fine Groceries, corner of Genesee and Chippewa Streets. Established November 1, 1860.



STORE OF A. J. WALKOWIAK, 387 and 389 Peckham Street. Wholesale and Retail Dealer in Fine Groceries, Wines, Fruits, Flour and Feed, Coal and Wood.



GEO. L. PARKER, 2317 and 2319 Main Street, corner Oakwood Place.

Groceries, Provisions, Coal, Wood, Flour, Feed, Hay, Straw, etc.



JAMES M. MERRITT,
Wholesale Dealer in Wines and Liquors,
Washington and Perry streets.

New York Central & Hudson River R. R. cross that thoroughfare.

They are about 80 acres in extent. They have sheds and yardage for 10,000 head of cattle, 30,000 sheep, and 30,000 hogs. The whole area is well paved and drained, and all enclosures are provided with running water and conveniences for feeding. These yards are used by all the railroads running into Buffalo, except the Delaware, Lackawanna & Western R. R. When a cargo of animals arrives they are taken from the cars, counted and put in pens, where they are watered and fed, and left to await delivery to the Buffalo consignee or reshipment to

some point further on en route as the case may be.

Horses come in over the Lake Shore, Grand Trunk and Michi-

gan Central roads but are merely reshipped East and are not yarded here.

Extensive improvements have been made in these yards during the last year in the way of increased ac-



JOHN F. MALONE,
Importer and Wholesale Liquor Dealer
and Fire Commissioner of the city. Suc-
cessful merchant; born here 1856;
educated at St. Joseph's College,
this city.



WHOLESALE WINE AND LIQUOR STORE OF JAMES M. MERRITT,
Washington and Perry Streets.



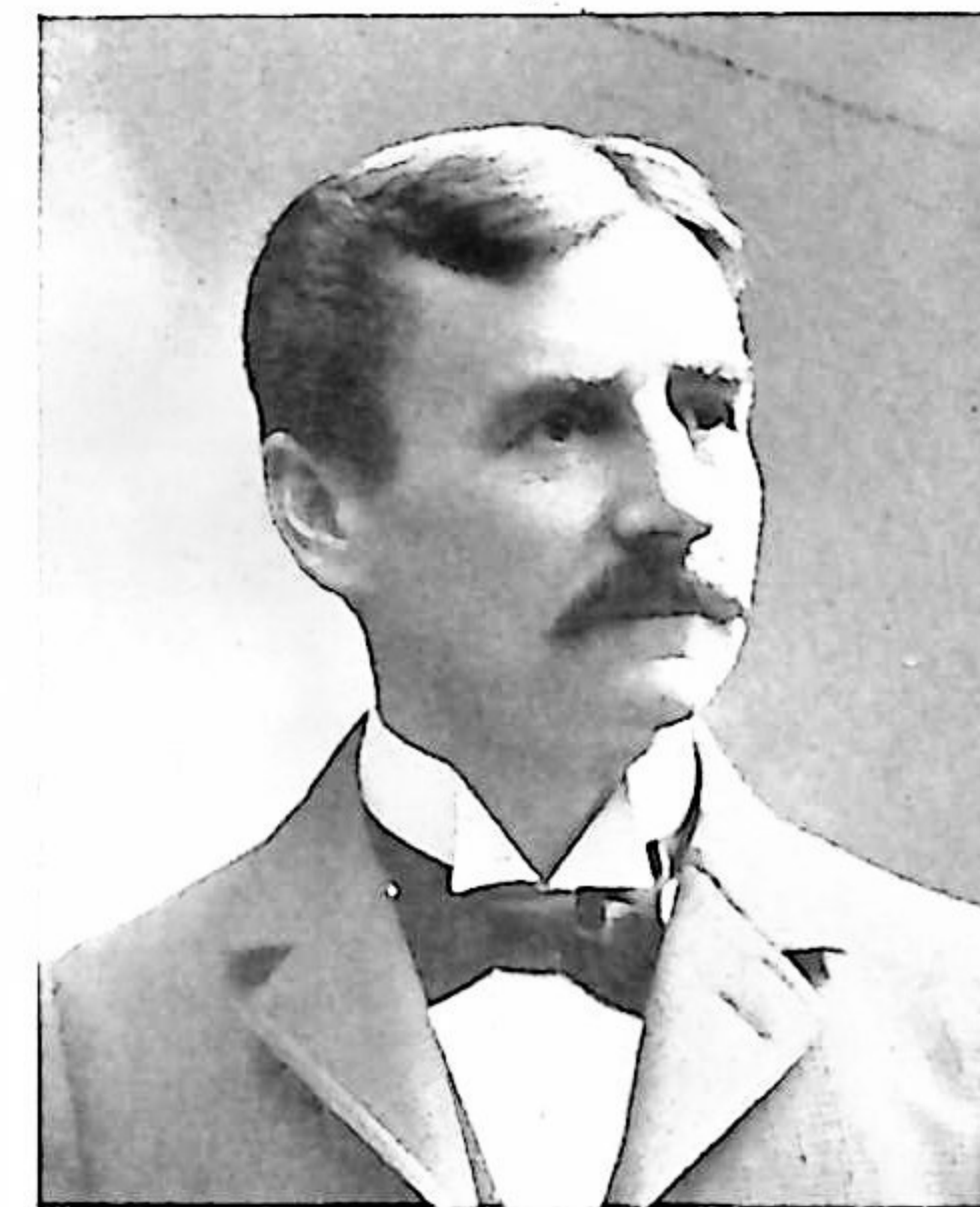
JOHN F. MALONE, 148 to 156 Main Street.
One of the largest wholesale liquor houses of the city. It has trade all through New York,
Pennsylvania and Ohio.



I. CHRIST BERNHARDT,
Of Bernhardt Bros., Importers and Whole
sale Dealers in Wines and Liquors.



CORNELIUS M. LYMAN,
President Lyman-Jeffrey Co., 311 Main
Street. A war veteran. Identified with
the drug trade on Main Street for 38
years. Also one of the founders
of the State Pharmaceutical Asso-
ciation and its first vice-president.



R. K. SMITHER,
Druggist, 588 Niagara Street, and 279
Elmwood Avenue. President N. Y.
State Pharmaceutical Association and
Erie County Board of Pharmacy,
and Alderman 24th Ward, Buffalo.

commodations
for all classes
of stock. This
was rendered ne-
cessary by the
increased busi-
ness, and was
also somewhat
prospective, the
indications
pointing to
a considerable
growth. About
165 hands
are kept
steadily employed
in and around the
premises.

HORSE TRADE.

DURING the first
six months of the
year about 1,000
horses are sold in
the Buffalo mar-
ket, and during
the remaining six
months the num-
ber is about half
that, or between
500 and 600

of them are
brought in now.

LIVERY AND STABLING BUSINESS.

THE excellent
roads and attrac-
tive scenery of the
country adjacent
to this city create
a demand which
supports, along
with the boarding
of horses, a num-
ber of fine livery



STORES OF BERNHARDT BROS., 297, 299 and 301
Washington Street.

Importers and Wholesale Dealers in Fine Wines and Liquors.

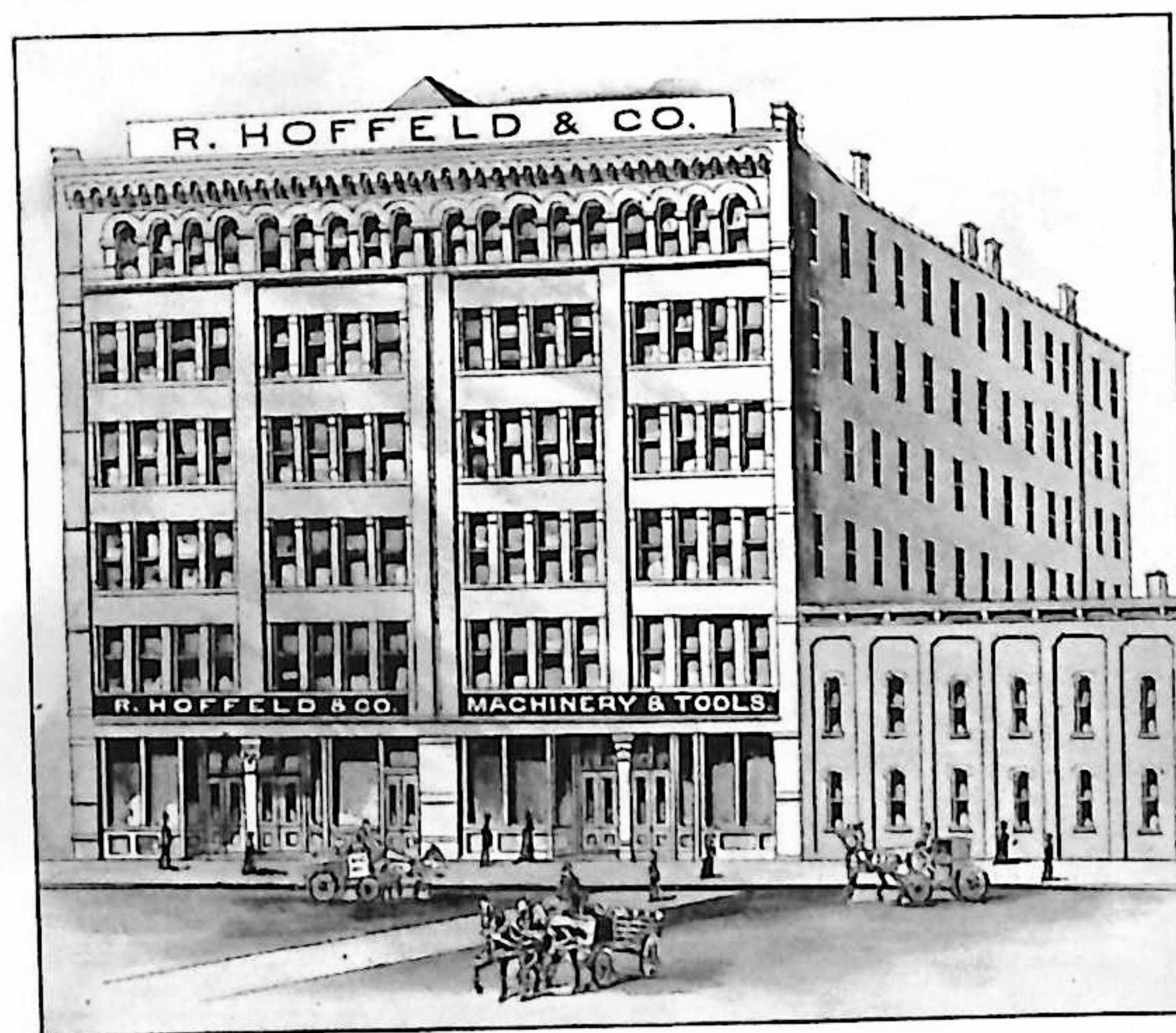


PLIMPTON, COWAN & CO., Wholesale Druggists and Grocers,
50 and 52 E. Swan Street.



BEALS & CO. Warehouses, 44 to 50 Terrace Street.

Dealers in Heavy Hardware, Tools and Supplies for Railroads, Manufacturers and Contractors, Iron, Steel, Nails, Carriage Hardware and Woodwork, etc. Established 1856 as Pratt & Co., Samuel F. Pratt, Pascal P. Pratt and Edward P. Beals, the senior partner at present.



R. HOFFELD & CO., 61 to 69 Carroll Street.

Dealers in Tools and Metal Working Machinery of every description.

stables, where good driving teams and pleasure rigs can be obtained. There are eight or ten first-class establishments of this kind, in Buffalo, in which attention is chiefly given to the coach or heavy livery business, and 20 or 25 smaller concerns where light road rigs are kept for hire. The horses of these establishments are of good stock, chiefly Western bred or Canadian. Some of the stables are models of their kind, and one has reputation as the finest in America.

Buffalo, as the matter herein relating to the live stock business shows, is a big horse market. Details as to this business are given on the pages preceding this. In the vicinity of the city there is more or less fine horse stock raised, driving and road horses mostly.

Buffalo was formerly one of the principal points on the grand trotting circuit, but although the pastime still has many devotees here, the track at present is closed and trotting sport has fallen somewhat into decadence.

A new track for runners has lately been opened at Fort Erie across from the city on the Canadian side.



STORES OF C. PERSON'S SONS, 390 and 392 Elm Street.

Wholesale Dealers in fine Wines and Liquors. Established 1850.

JOBGING BUSINESS OF THE CITY.

RAILROADS, shipping, manufactures — from these Buffalo derives its prestige as a business center. It is not renowned especially, as a jobbing center, and yet enjoys a jobbing trade of considerable magnitude, taken in the lump, largely through its manufacturing

concerns, but also through the enterprise of a very respectable number of establishments which are, strictly speaking, jobbers — grocers, liquor dealers, produce commission merchants, dry goods houses, hardware houses, houses in dry goods, boots and shoes and rubber goods, crockery,

drugs, paints and oils, etc., all the characteristically jobbing lines of trade, in short.

As to wholesale trade, it is difficult, here as elsewhere, to separate jobbing from manufacturing, the one often trenching upon the other. Nearly all the factories of the city are



NEW BUILDING OF FLINT & KENT, Main Street between Chippewa and Huron. [138]
(Site of the old Church of the Messiah.)

Importers and Retailers of Fine Dry Goods.

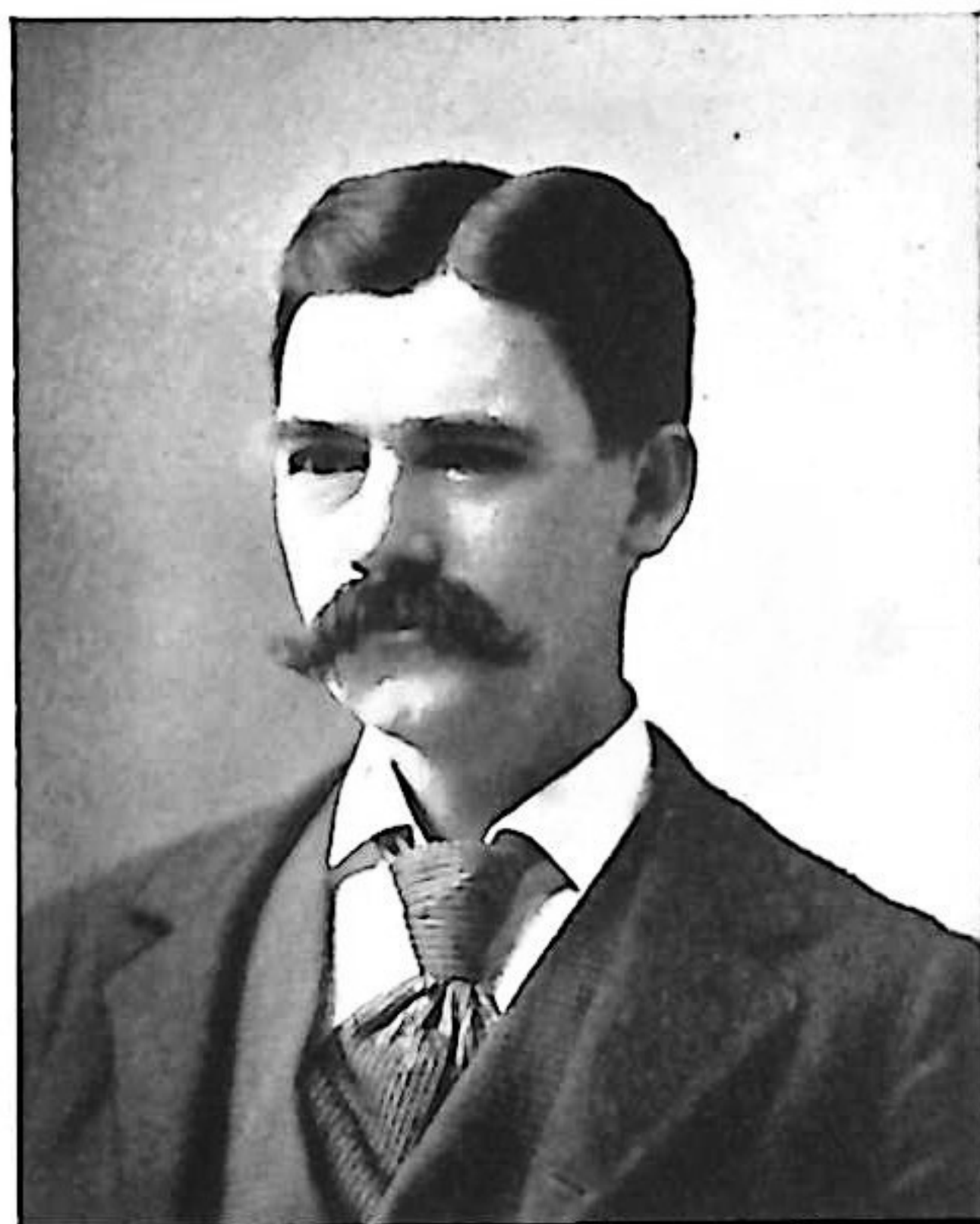


ELBERT B. MANN,
General Manager Flint & Kent.

jobbers also. Aside from these there are, in nearly every mercantile line, a number of large houses solidly established, having their trade chiefly throughout the eastward



S. O. BARNUM,
Of S. O. Barnum & Son, Importers and Dealers in Foreign and Domestic Notions, Fancy Goods, Toys, etc. 265 and 267 Main Street and 274 and 276 Washington Street.



I. F. KESTER,
Of the Kester Electric Mfg. Co., Buffalo.
Manufacturers of the "Niagara" Primary Battery, and Physicians' and Dentists' Endoscopic and Sistic Instruments.



H. B. TILLO,
Proprietor Empire Wire and Iron Works,
Manufacturers of and Dealers in Ornamental Wire and Iron Work, Stable Fixtures, Fencing, Grating, etc.
Paints, Oils and Glass. 513 Rhode Island Street.

and middle lake region in New York, Pennsylvania and Ohio, with some little also, perhaps in Canada, close by. Within the 450-mile radius which is 15 hours ride from this city by rail, there are 135 cities, of 20,000 population or more, and Buffalo gets its share of the patronage of these.

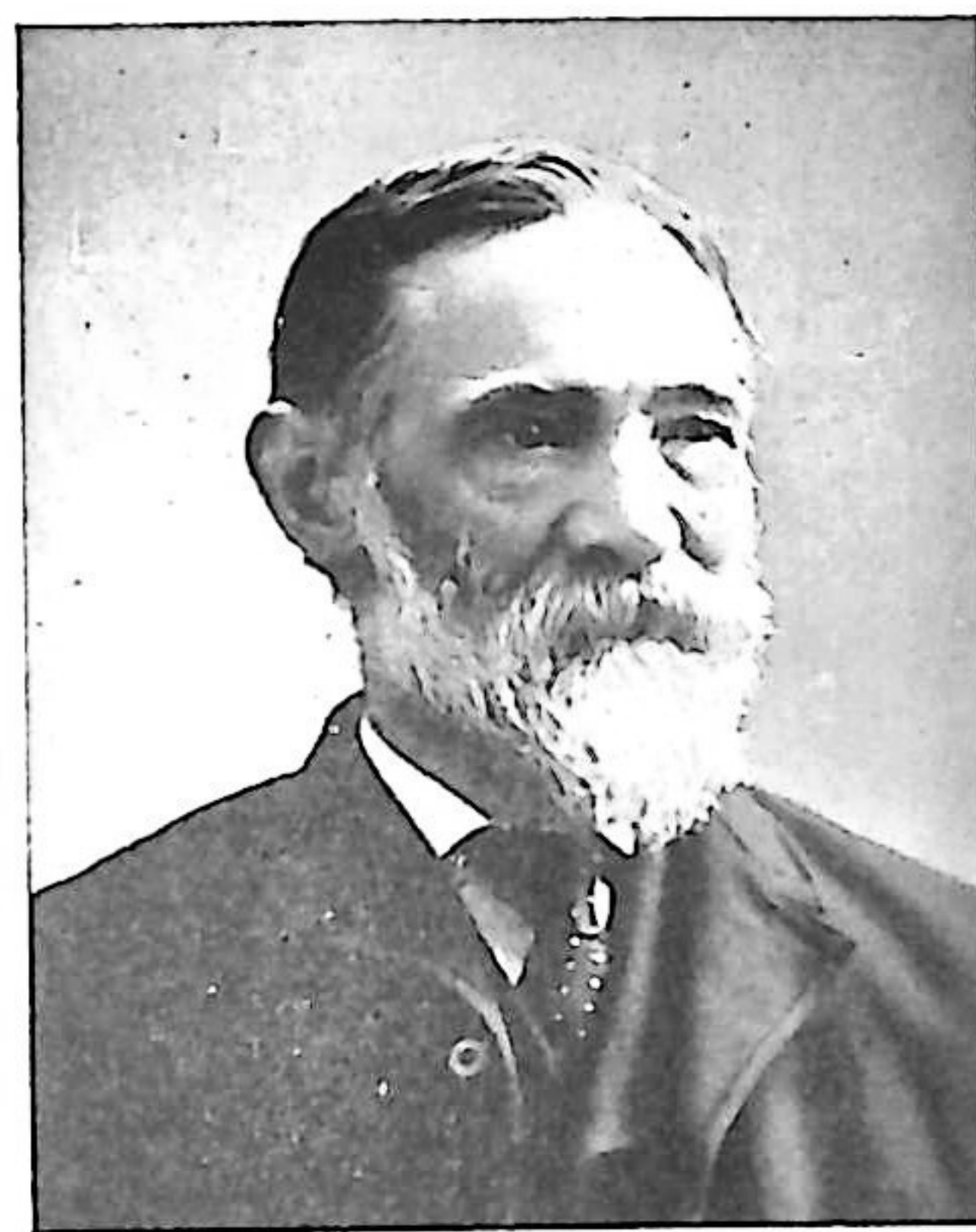
It is difficult to estimate accurately the wholesale trade of the city; figures are available only where records are

kept, as by the Merchants' Exchange or other public body; but it is to be within bounds to say that, all told, jobbing and manufacturing, it exceeds the sum of \$300,000,000 annually.

The principal lines of jobbing trade pursued here, viz: Groceries, produce, dry goods, etc., have mention and illustration in the following pages, under appropriate heads.

WHOLESALE GROCERIES.

THERE are 15 houses established in the wholesale grocery trade of the



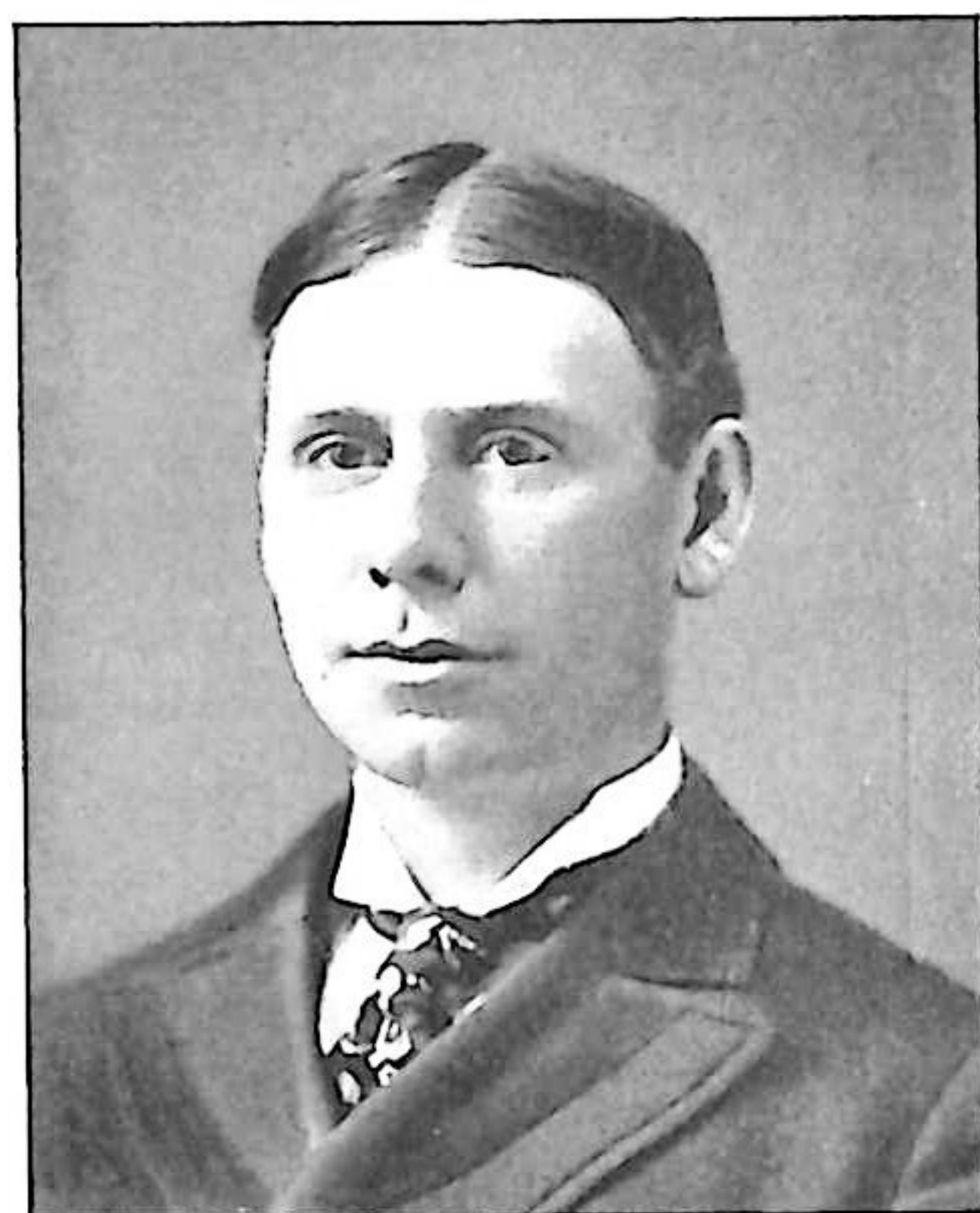
H. W. KRUSE,
Manufacturer of Show Cases. 104 and 106 Oak Street. Established 1869.

city. They employ a capital of \$4,000,000 to \$5,000,000 in the aggregate, and do a business of \$5,000,000 to \$6,000,000 annually.

They handle all the staples of the trade, such as sugars, teas, coffees, canned goods, tobacco, soaps, etc., the largest items being sugar, teas



SIEGRIST & FRALEY, 508 to 518 William Street and 319 to 333 Emslie.
Importers, Jobbers and Retailers of Dry Goods, Millinery, Shoes, Carpets and Furniture. Branch Store at 1018 to 1024 Broadway.



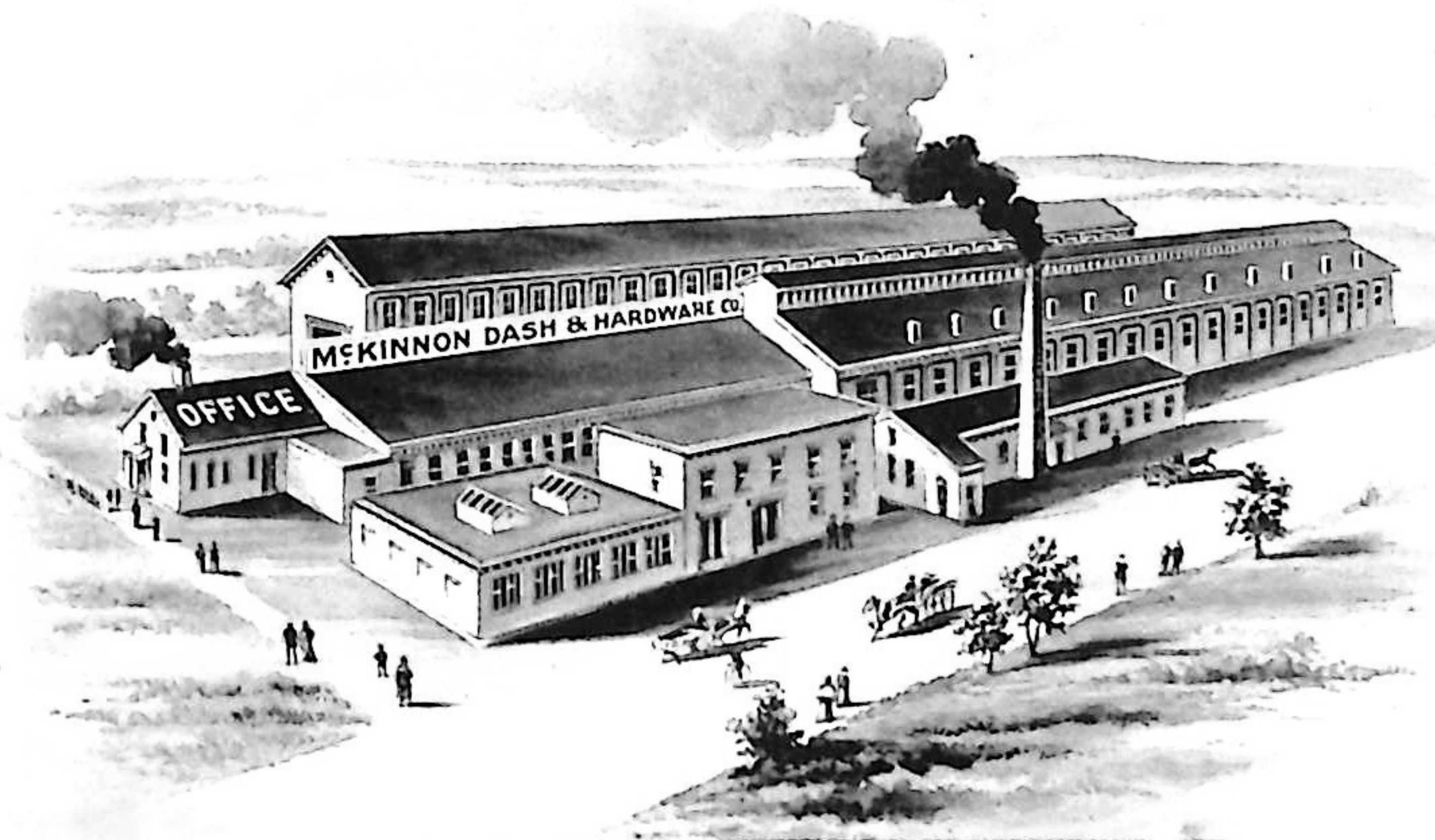
F. M. BRINKER,
President and Treasurer of the Buffalo
Wheel Co., Manufacturers of Bicycles,
Jewett Avenue and the Belt Line.

and coffees. Their field in trade is Western New York, Western Pennsylvania and parts of Michigan and Ohio.

FRUIT AND PRODUCE.

This is an important and growing line. The trade centers in the two blocks bounded by Scott, Perry, Michigan and

East Market streets, within easy reach of the depots. It is a commission business entirely. Most of the mer-



BUFFALO WORKS OF THE MCKINNON DASH AND HARDWARE CO., Ltd.
250 Amherst Street.

Organized 1886; paid-up capital, \$100,000; 400 employees in factories at Troy, O., St. Catharines, Ont., and Buffalo, N. Y.



OFFICE AND SALESROOM BUFFALO WHEEL CO., Jewett Avenue and the Belt Line.

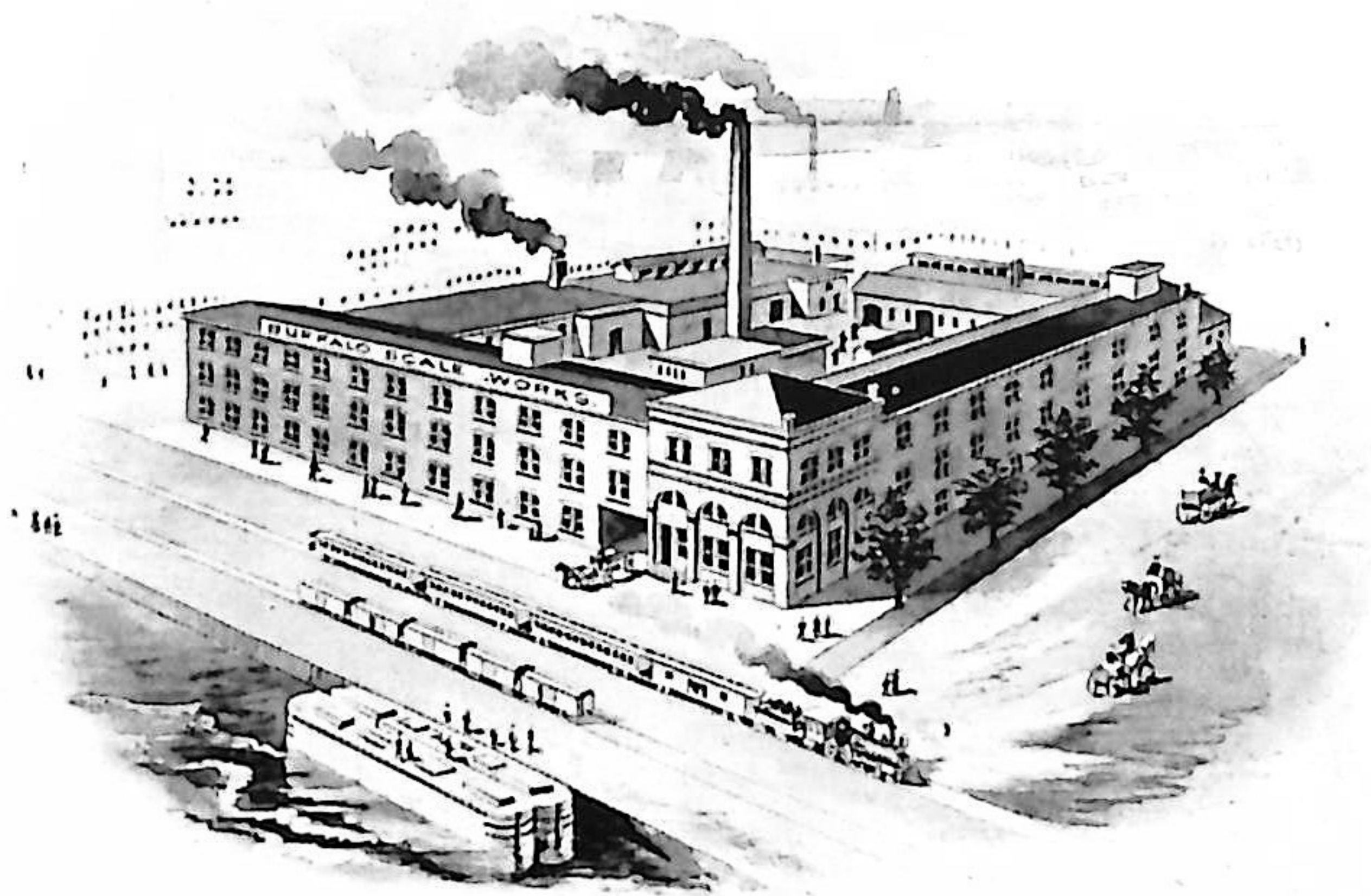
F. M. Brinker, President; Jas. T. Riddle, Vice-President; Jno. B. Haberstro, Secretary;
Jno. T. Neville, Superintendent.

chants own their places of business and are men of first-class financial reputation.

Buffalo is the distributing center from which are supplied Western New York and Southwestern Ontario, shipments going as far west as Detroit, Michigan. The principal varieties of fruit handled are oranges, lemons, bananas, pineapples, peaches, strawberries, and watermelons. Oranges and lemons are received from Florida, California, Mexico, Jamaica, Spain and Italy. Recently a considerable shipment of Tangerine and Mandarin oranges was received from Japan, via San Francisco, and sold well here. These varieties were formerly obtained

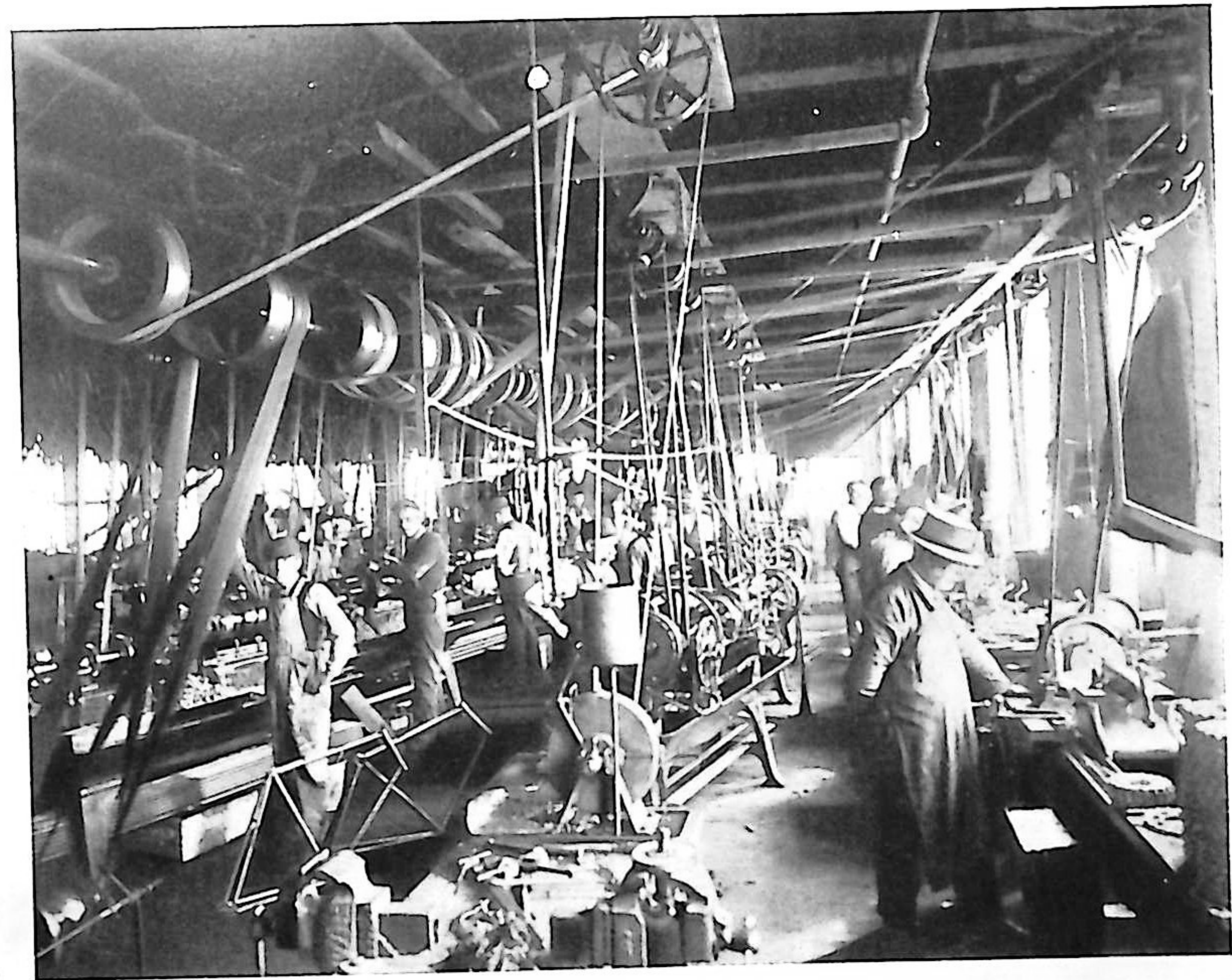


FACTORY OF THE BUFFALO WHEEL CO., Jewett Avenue and the Belt Line,
Manufacturers of Bicycles for the Trade. Capital, \$100,000. Specialty, "Niagara"
Bicycles; capacity, 10,000 annually.

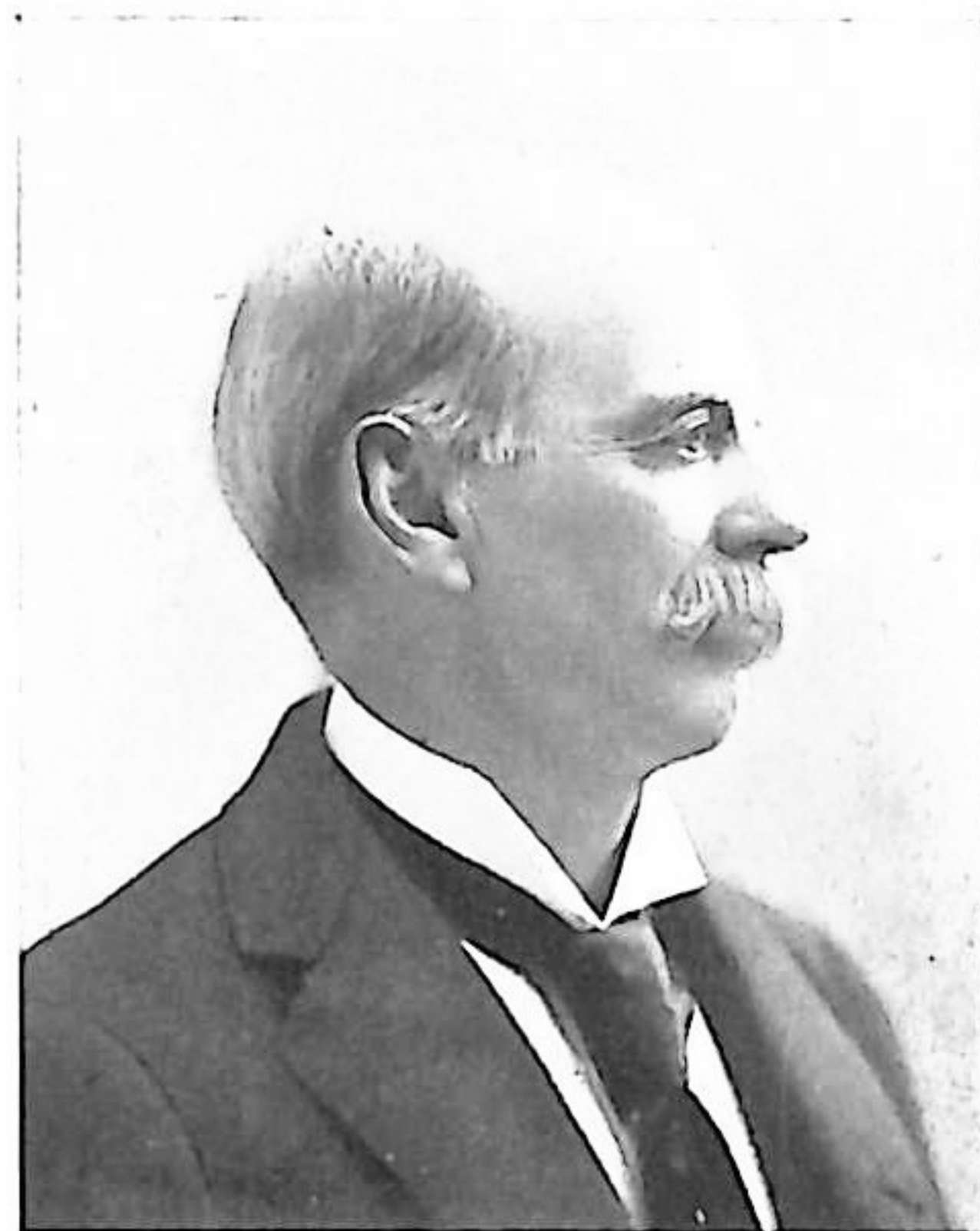


WORKS OF THE BUFFALO SCALE CO., 77 to 83 Scott Street,
Established 1860. Turns out 500 different designs of Scales.

from Florida but have nearly all been killed by heavy frosts. The bananas and pineapples come here from Florida and the West Indies. Watermelons, of which from five to 15 carloads per week are handled here in the season, come from Florida, Georgia and the other of the states that produce them of the coast tier up to New Jersey, and consignments are received, too, from Missouri. Strawberries are supplied by Florida, Tennessee and Maryland, this last named state producing more and better berries than any other in the East. From four to six car loads a day are received here while the Maryland berries are being shipped.



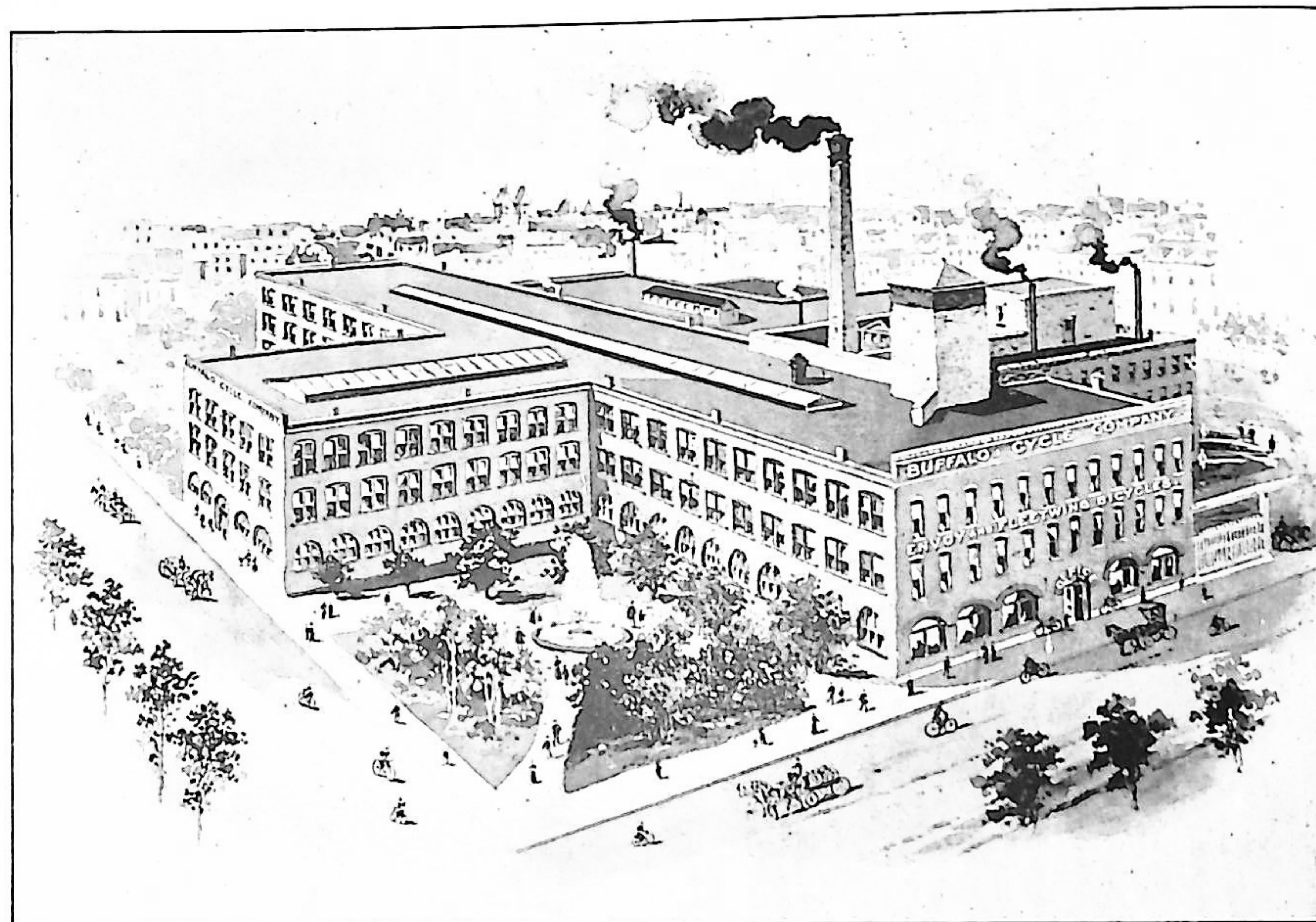
[141] MACHINE DEPARTMENT BUFFALO WHEEL CO., Jewett Avenue and the Belt Line.



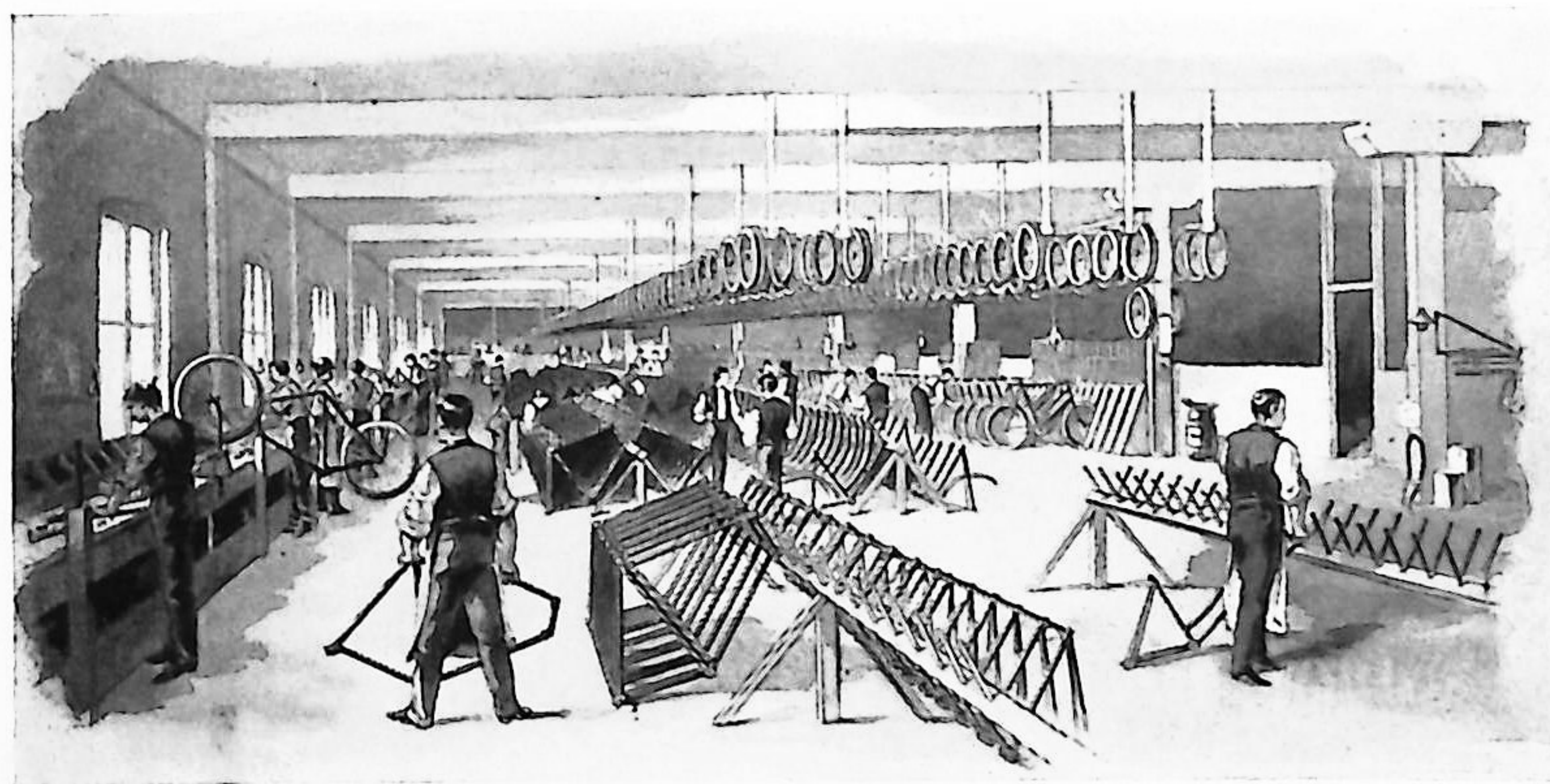
F. C. ATHERTON,
Of the Buffalo Cycle Co., 364 to 382 Massachusetts Avenue.

Georgia, Maryland, and Michigan furnish the peaches, Michigan especially sending large quantities of fine fruit; the receipts some days amount to 15 carloads. New York State can supply all the apples needed,

one county near Buffalo, raises 2,000,000 barrels in good bearing years. The apple, indeed, is the commonest fruit of this vicinity.



FACTORY OF THE BUFFALO CYCLE CO., 364 to 382 Massachusetts Avenue,
Atherton & Funnell, Proprietors. Makers of the "Envoy" and "Fleetwing" Bicycles. Established 1886; 300 hands employed; capacity, 15,000 wheels annually.

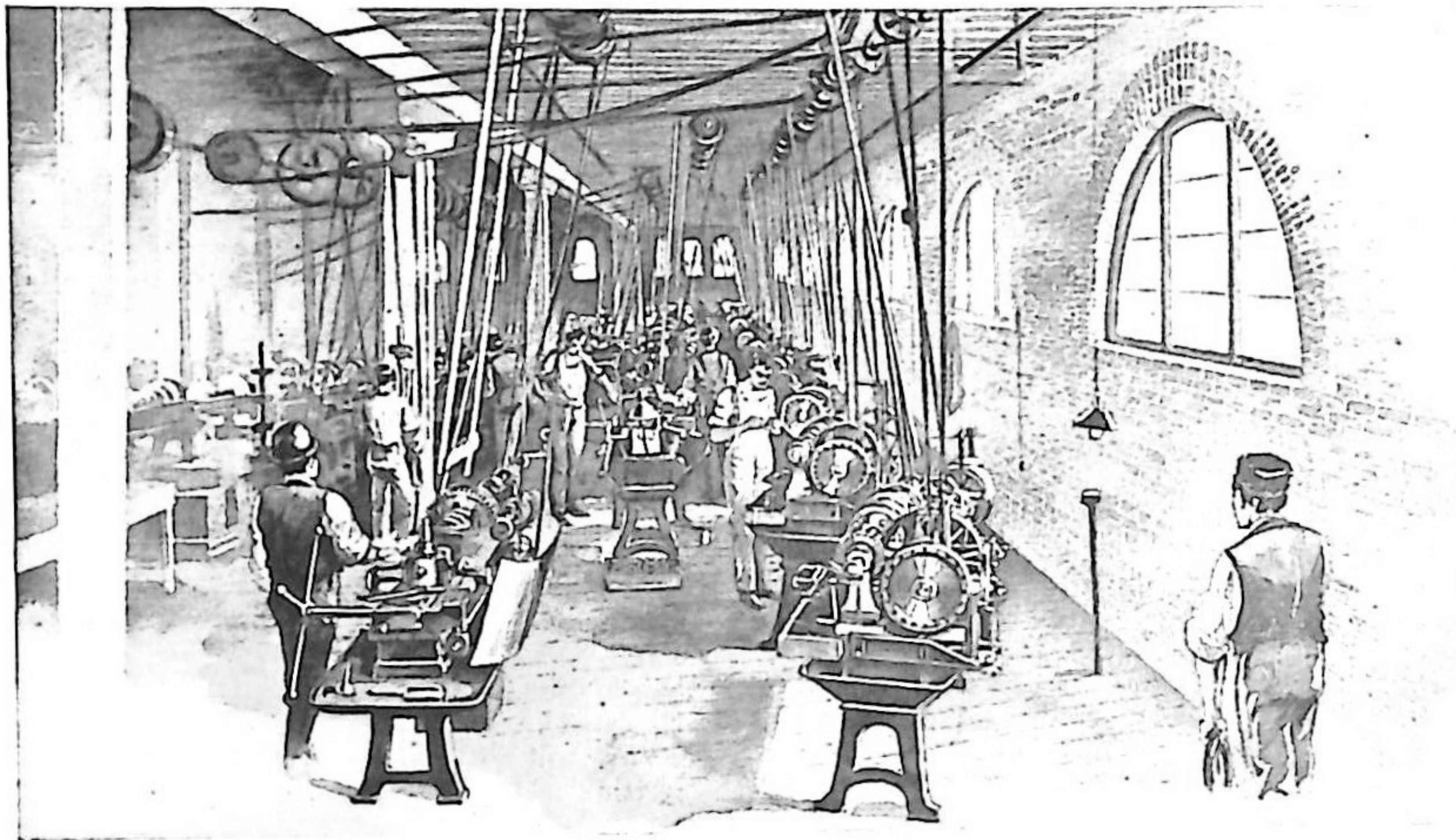


ASSEMBLING DEPARTMENT BUFFALO CYCLE CO.

Produce is received from New York, Pennsylvania, Michigan, Indiana, Ohio, Illinois, and various other Western States. Buffalo affords a large market for fruit and produce; the annual sales are variously estimated to run from \$3,500,000 to \$5,000,000. Owing to the



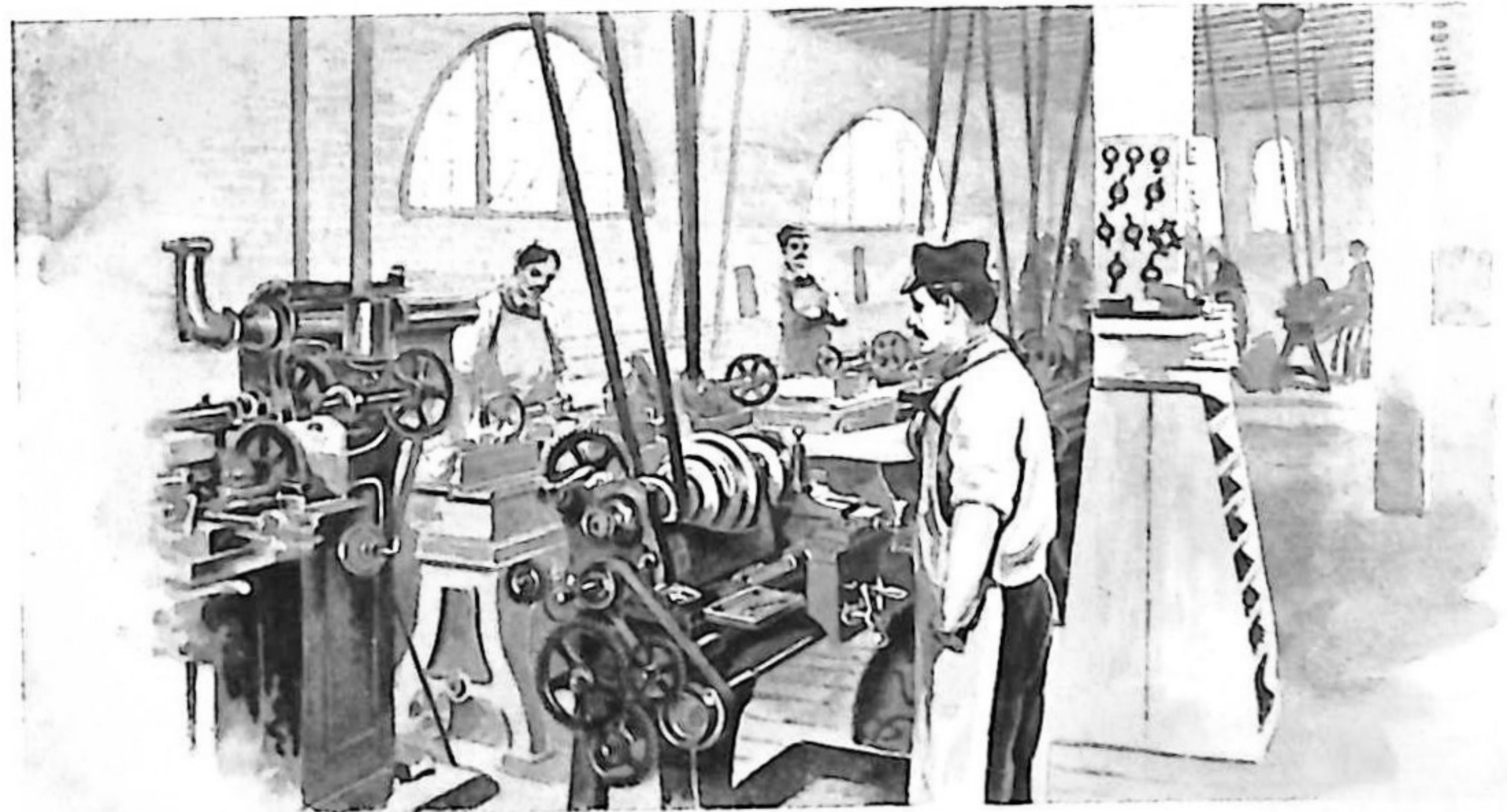
C. H. FUNNELL,
Of the Buffalo Cycle Co., 364 to 382 Massachusetts Avenue.



AUTOMATIC MACHINERY DEPARTMENT BUFFALO CYCLE CO.

large amount of money to be expended upon public works in the near future and the consequent employment of labor the local demand can be counted upon to improve.

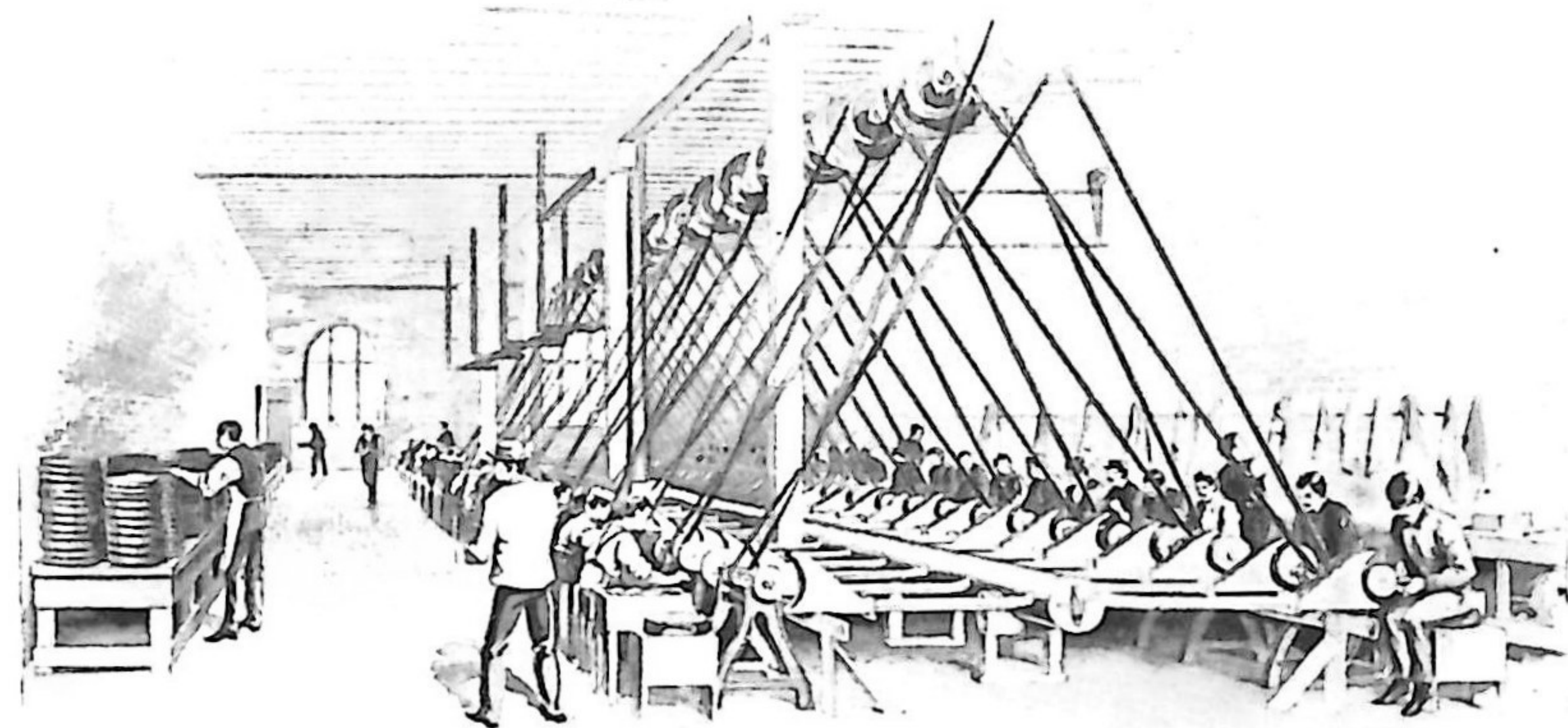
The Buffalo Fruit and Produce Exchange, by means of which the business has been greatly enlarged and



TOOL MAKING DEPARTMENT BUFFALO CYCLE CO.

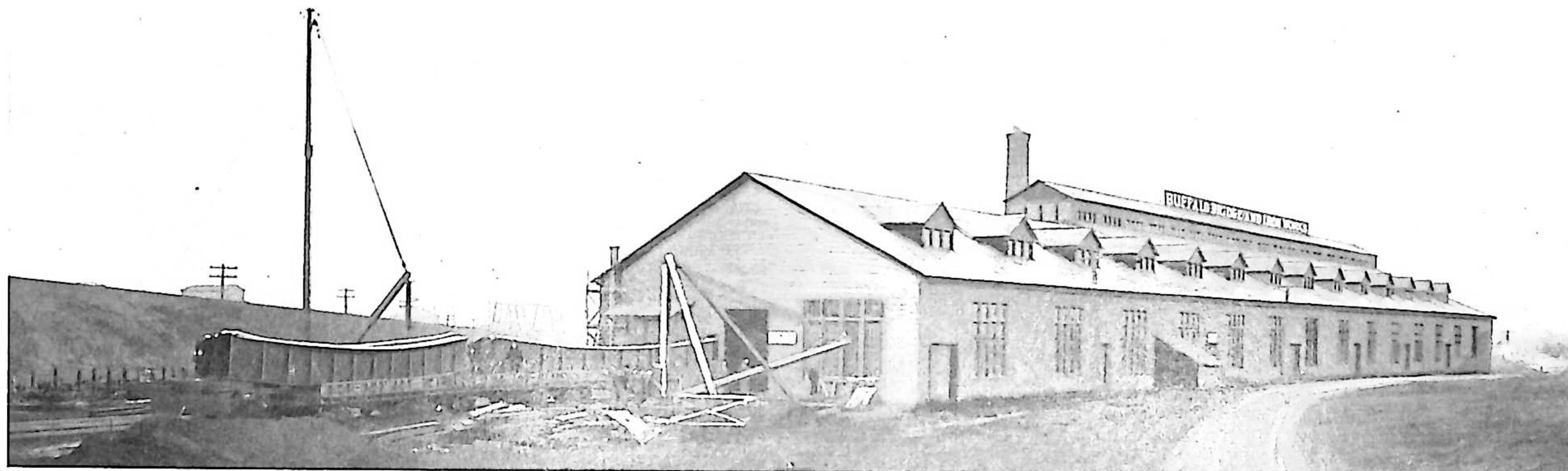
benefited, was organized in 1887, largely through the efforts of Mr. J. W. Powell, whose portrait appears in this work. It was incorporated in 1892, and has now the following officers: G. M. Wattles, president; J. W. Powell, vice-president; Le Roy S. Oatman, secretary; I. T. Gleason, treasurer, and Harry D. Williams, attorney. The system of making collections adopted by the Exchange, and the methods employed to protect its members are considered so excellent, that they are being adopted by like Exchanges all over the country.

The Buffalo Fruit Auction Co. was organized in 1892, and has done much to increase the fruit business by affording better facilities and inducing buyers from



POLISHING DEPARTMENT BUFFALO CYCLE CO.

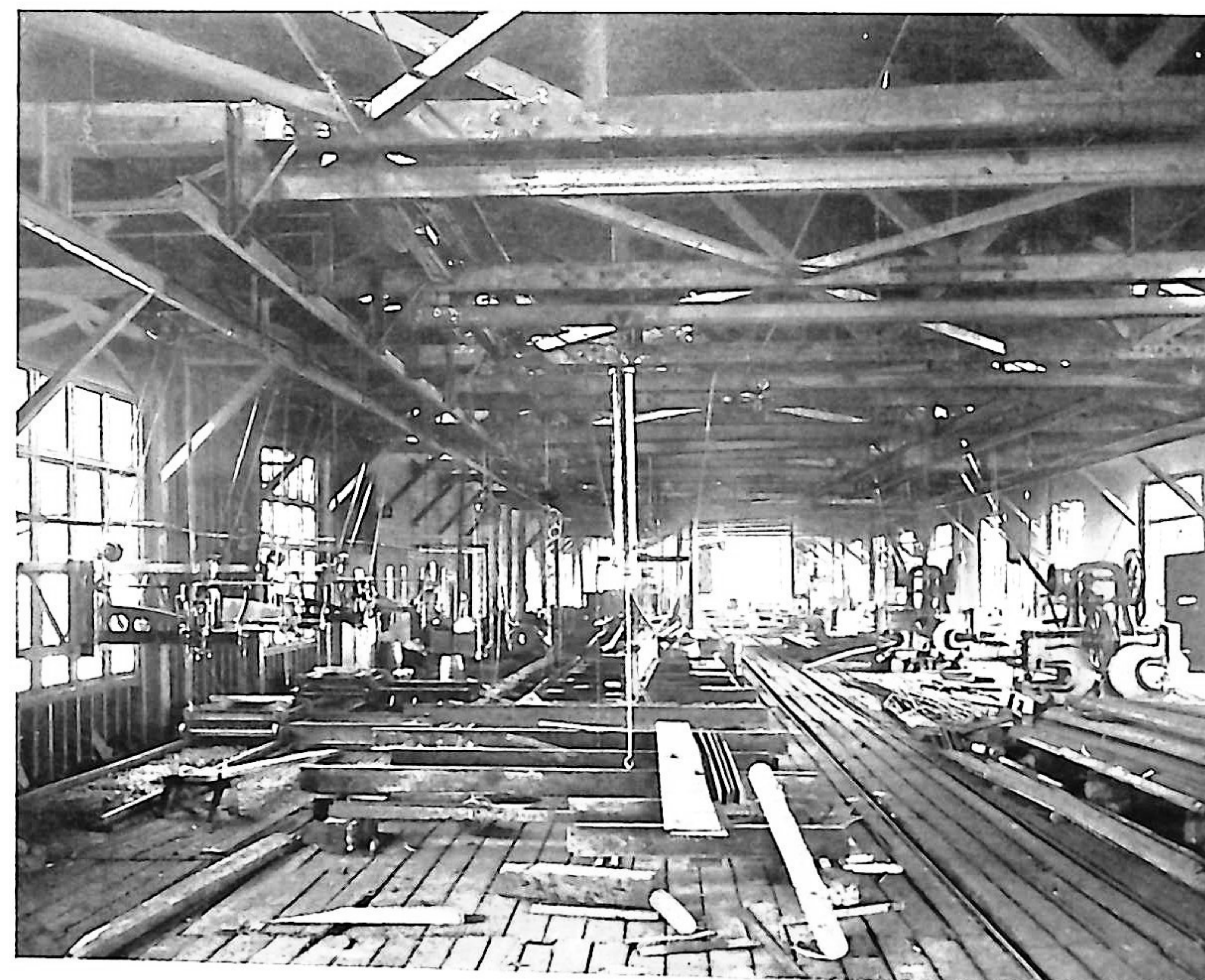
neighboring towns to come here. Auctions are held on Tuesday and Friday of each week, and about 500 car loads of fruit and vegetables are handled annually.



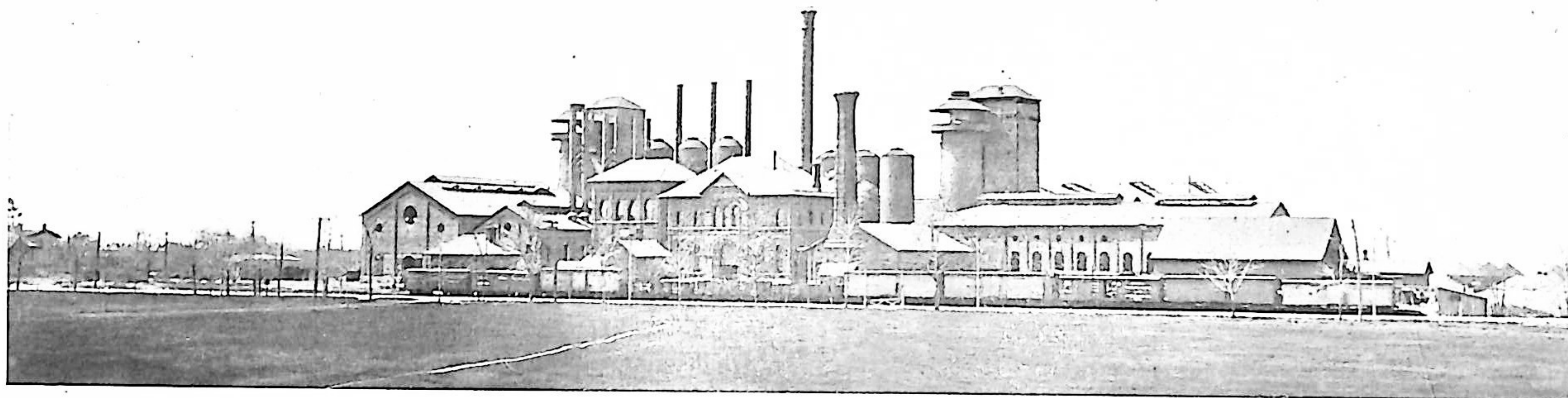
EXTERIOR VIEW BUFFALO BRIDGE & IRON WORKS, Bailey Avenue, near Seneca Street.
Civil Engineers and Contractors for Iron and Steel Bridges and Structural Work.



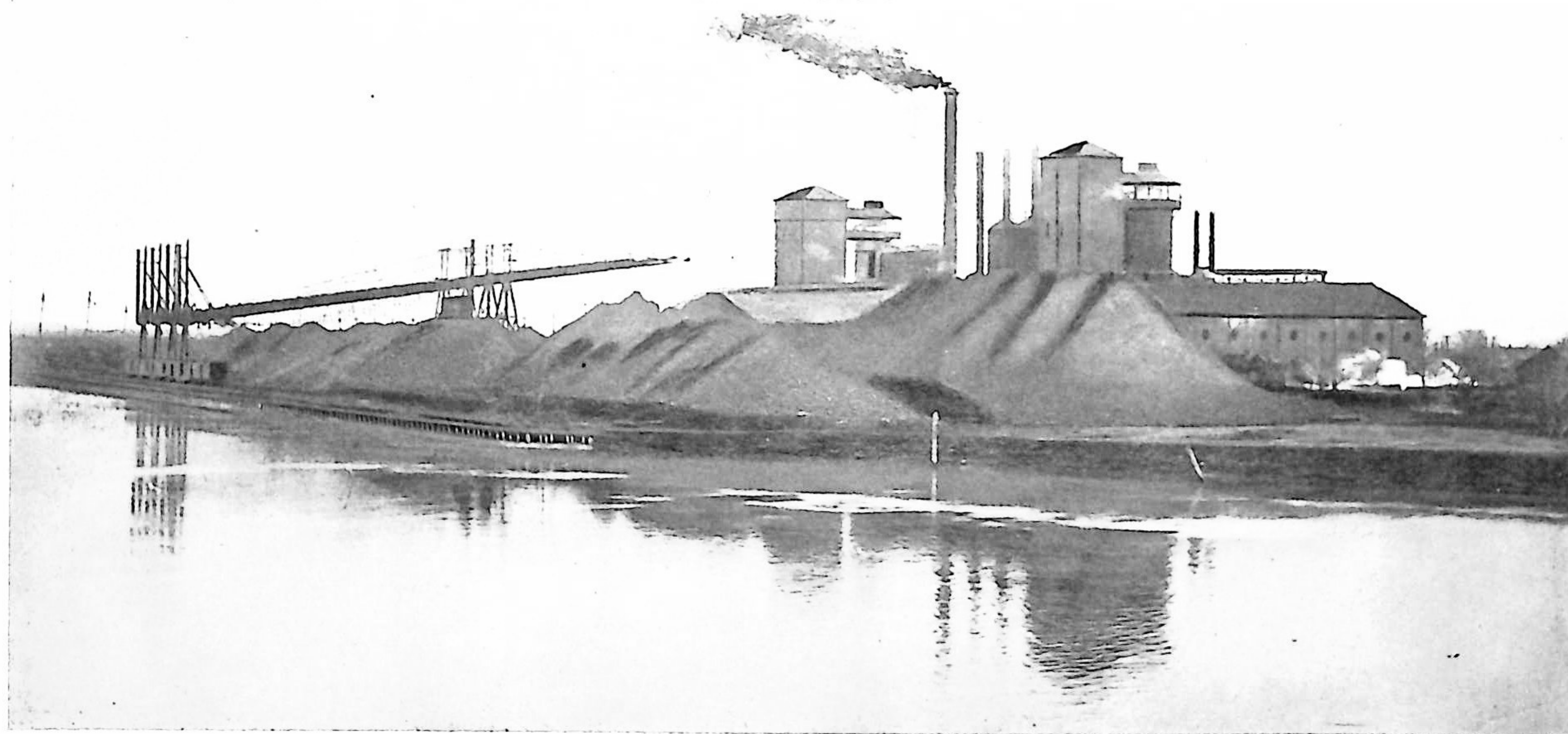
PLANT OF THE NIAGARA CYCLE FITTINGS CO., 297 to
301 Niagara Street.
Makers of Pedals. Organized 1885. Willard Parker, president; Mortimer
H. Wright, secretary.



VIEW IN THE SHOPS OF THE BUFFALO BRIDGE AND IRON WORKS,
Bailey Avenue, near Seneca Street.



NIAGARA FURNACES OF THE TONAWANDA IRON AND STEEL CO., North Tonawanda, N. Y., adjoining Buffalo.
The model furnace plant of America. Capacity, 500 gross tons of Foundry Iron daily or 600 gross tons Bessemer Pig Iron.

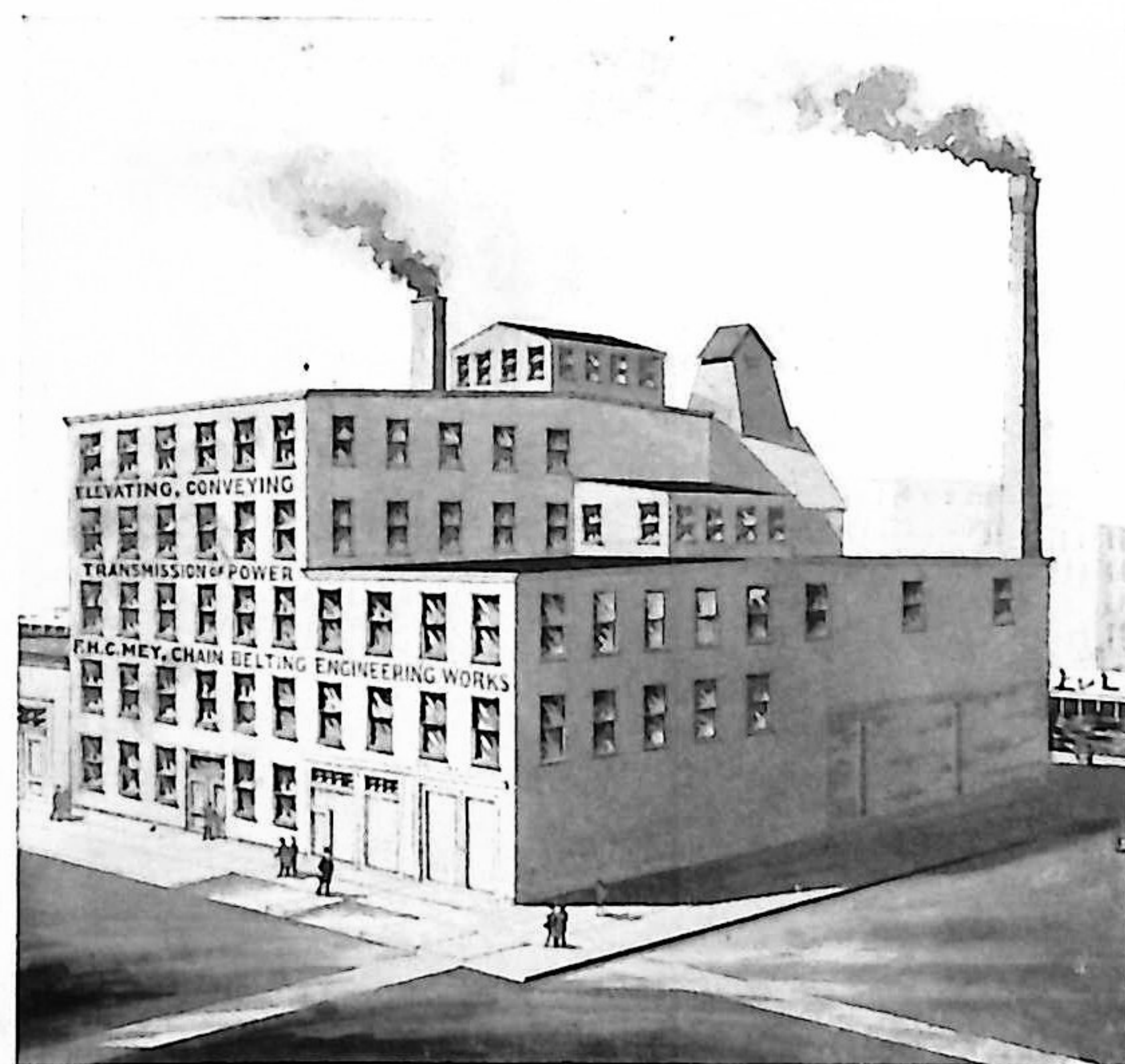


NIAGARA FURNACES. View from Tonawanda Island, Niagara River.

Showing winter's stock of Lake Superior Iron Ore (about 135,000 tons) in sight. Officers: Wm. A. Rogers, President; Archer Brown, Vice-President; W. M. Mills, Secretary; Wm. A. Gamble, Treasurer; W. B. Kerr, Superintendent. Sales Agents, Rogers, Brown & Co., Buffalo.



F. H. C. MEY,
Proprietor Mey's Chain Belting Engineer-
ing Works, 64 to 68 Columbia Street.



F. H. C. MEY CHAIN BELTING ENGINEERING WORKS,
64 to 68 Columbia Street.

Approved Appliances for Elevating, Conveying and Transmission of
Power. Grain and Refuse Dryers, etc., built.

DRY GOODS BUSINESS.

THE dry goods jobbing trade in Buffalo is small comparatively. There are only two big houses in the business, and they are retailers as well. Besides these, there are, however, several concerns that do perhaps \$100,000 a year in some particular line, as underwear, men's shirts and drawers, or notions.

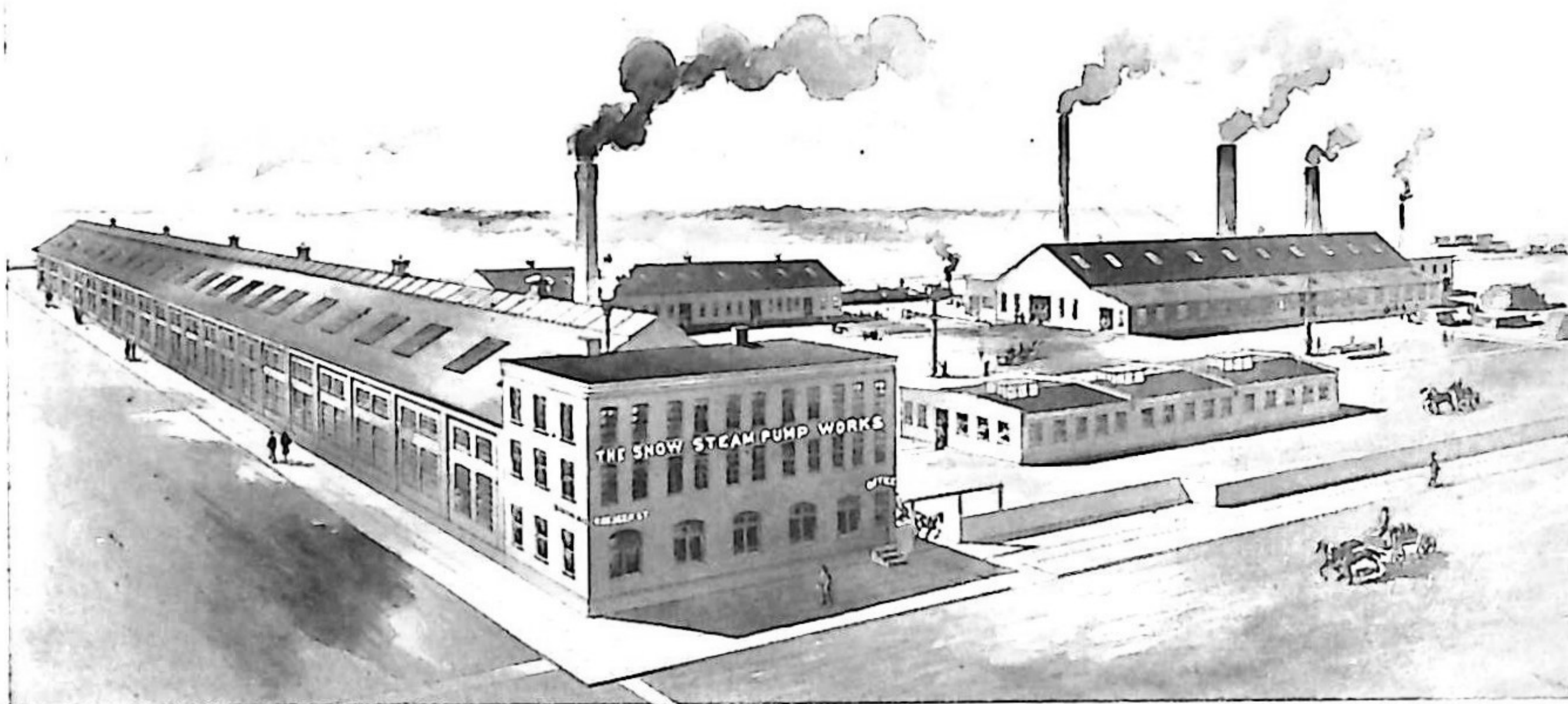
The trade reaches part of New York, Pennsylvania, Ohio and Michigan, but cannot be said to cover these States at all, for, as a matter of fact, the business is practically a local business, owing to the fact that there are other cities near-by equally well prepared to care for their adjacent trade. East, are Rochester and Syracuse; West, Cleveland and Pittsburg; and in Michigan, Detroit.



MACHINE DEPARTMENT OF THE SNOW STEAM PUMP WORKS.

[146]

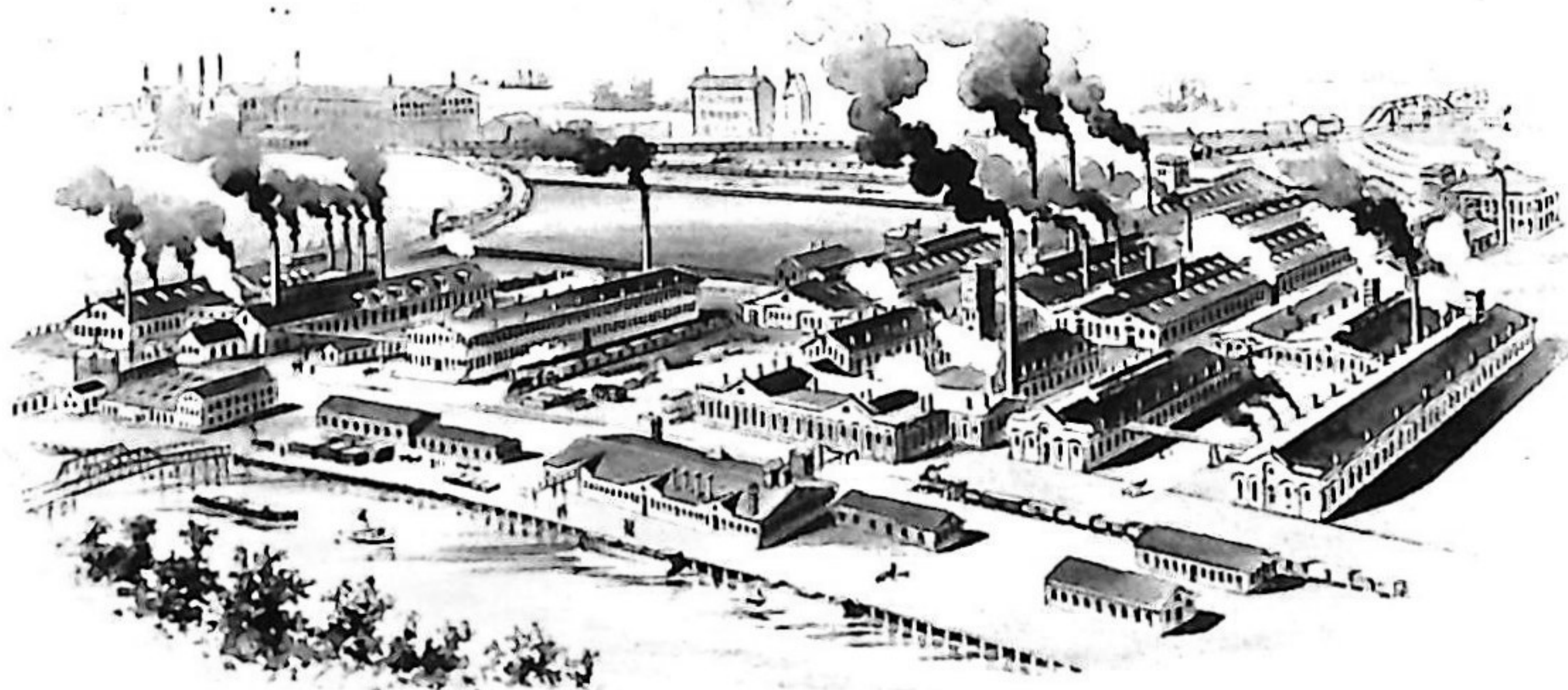
(450 by 100 feet.)



THE SNOW STEAM PUMP WORKS, Snow and Roesser Avenues.

Manufacturers of Steam Pumps and Pumping Engines of all styles and capacities. Established 1891.
Employs 350 hands.

If Canada were open to American trade it would greatly increase Buffalo's dry goods business. One house here sold largely in Canada in 1876, under the old tariff. The provinces being closed now, however,

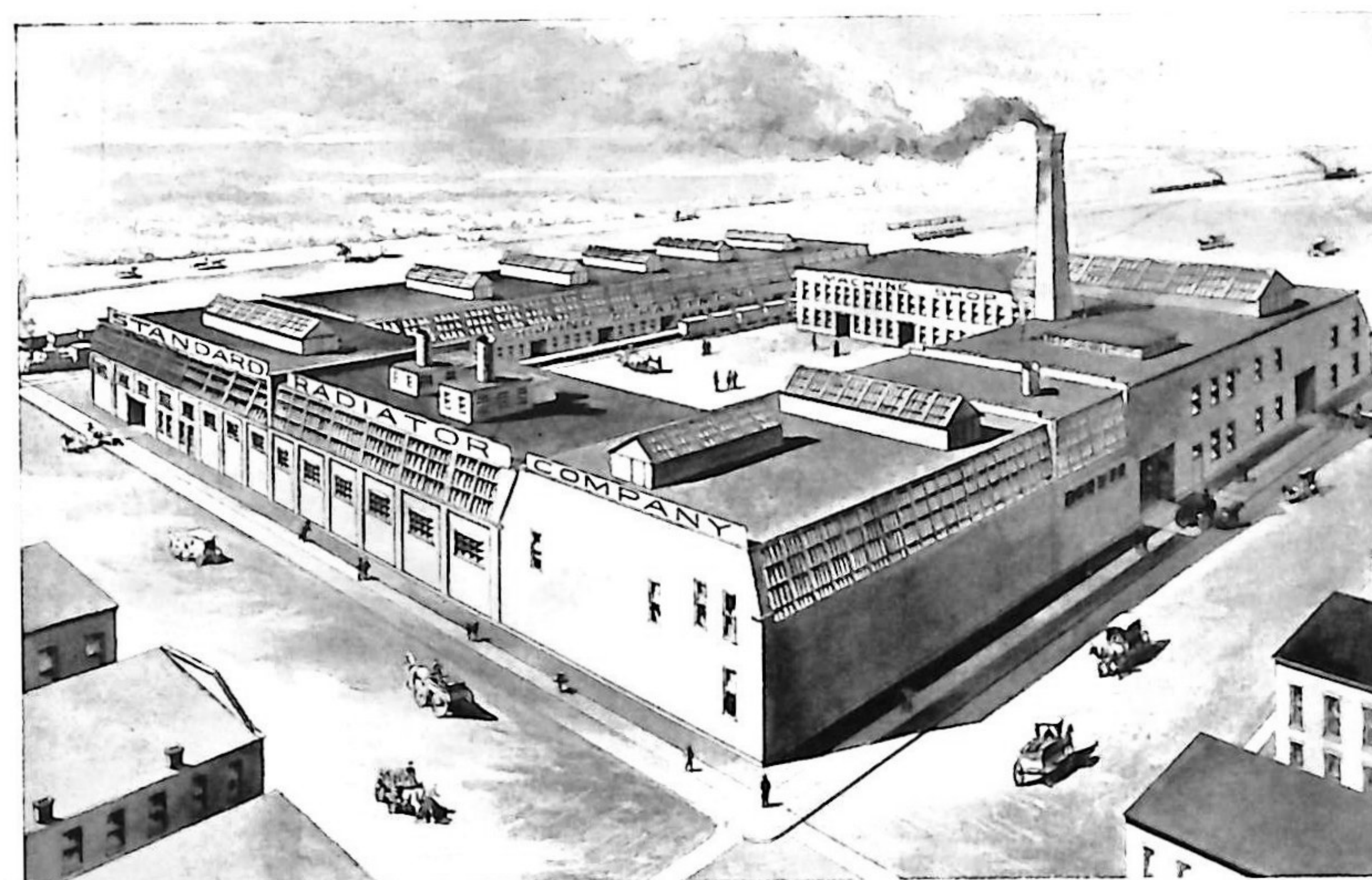


THE BUFFALO MALLEABLE IRON WORKS AND STEEL FOUNDRY,
189 Tonawanda Street, Black Rock.

Pratt & Letchworth Company, Proprietors.

to American trade, Buffalo territory is one sided, and the trade suffers thereby.

In the local dry goods trade (wholesale and retail, but chiefly retail) there are about 25 or 30 firms worth counting. The leading ones, of course, are on Main Street, on which thoroughfare an annual business of \$12,000,000 to \$14,000,000 is done in this line. From \$3,000,000 to \$5,000,000 is the total credited to the numerous smaller houses that are on the side streets, or \$15,000,000 to \$20,000,000 altogether. The two principal wholesalers do between \$3,000,000 and \$4,000,000 a year, and others run from these figures down to a few thousand. A fair estimate for the capital



PLANT OF THE STANDARD RADIATOR CO., Heacock and Roseville Streets.

Employs 500 men. Buffalo office, 451 Washington Street. Branch offices in New York, Chicago and Boston.



GEO. W. MILLER,

President of the Buffalo Car Manufacturing Co. and Niagara Car Wheel Co.

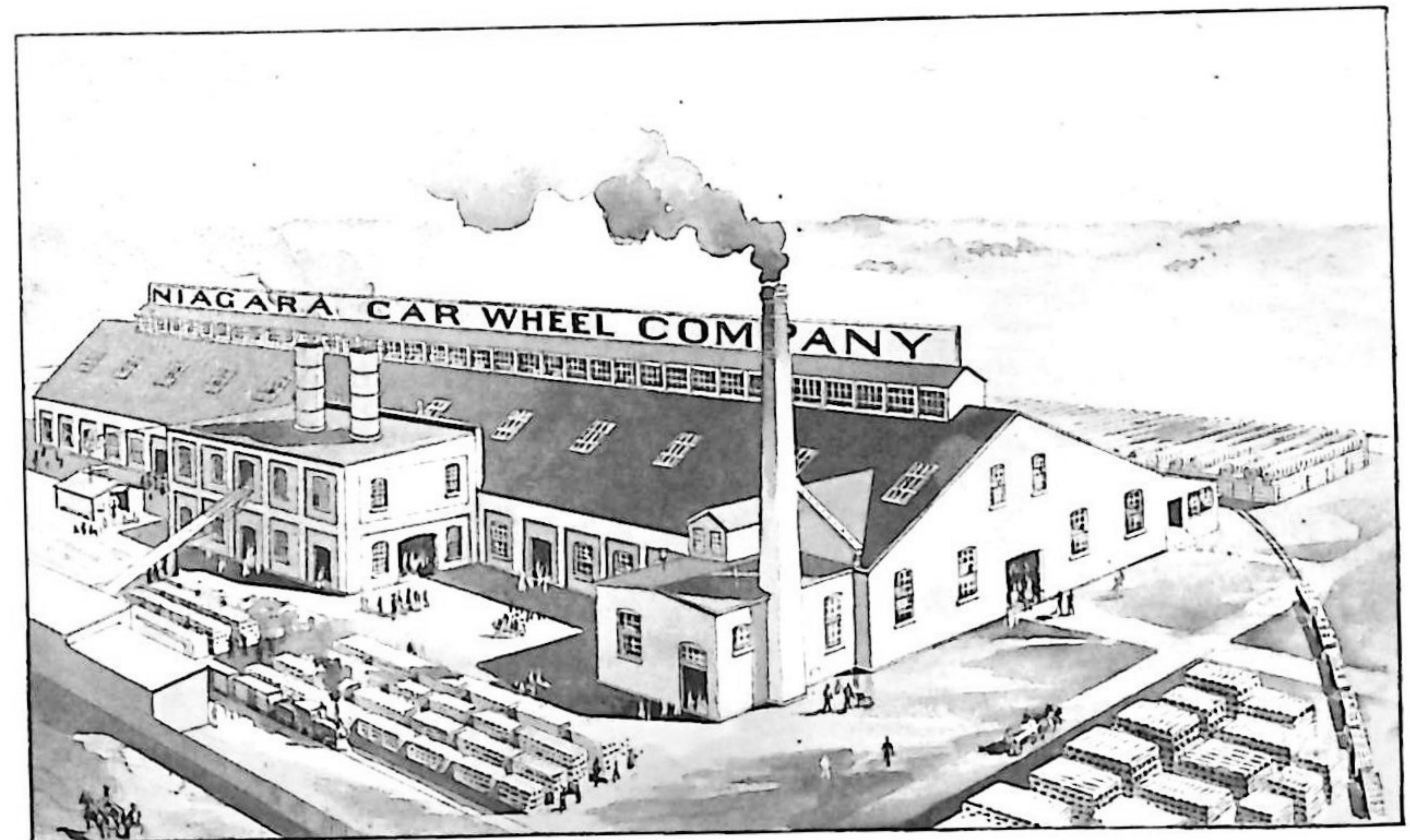
employed would be \$4,000,000, or, possibly, a little over that. There is nothing distinctive in the business here. It embraces the usual varieties of dry goods and notions in such quantities as will supply the demand in the territory indicated above.

HARDWARE.

BUFFALO has in all about 100 concerns that can be classed as dealers in hardware, but the business is done in the main by a small proportion of these; about 25, indeed, really constitute the hardware trade here.

Of these, three do a wholesale business and the others are retailers. The territory over which sales are made includes Western New York, Northwestern Pennsylvania and part of Ohio. The great bulk of the trade is local, and the demand is a general one, such as comes from a community wherein are many and varied manufacturing interests. The railroads and the lake lines contribute somewhat to the business, but not nearly as much as one might suppose. The vessels that are laid

up here in winter quarters create some demand when they refit in the spring, and the dry docks here get some of their supplies locally, but the railroads buy usually where their headquarters are. Still the car manufacturing concerns, as the Wagner Co., the Union



WORKS OF THE NIAGARA CAR WHEEL CO., Between Clinton and Howard Streets, on the N. Y. C. & H. R., West Shore & B. C. R. R., Buffalo.

Manufacturers of Chilled Wheels for Railroad Cars. Geo. W. Miller, President; A. B. Neill, General Manager. Offices, 30 and 31 Coal & Iron Exchange.

Car Co., and the Buffalo Car Manufacturing Co., buy considerable stuff of the local dealers.

The capital in the business may be estimated at \$750,000 to \$800,000, and the annual volume of business is about \$3,000,000.

MANUFACTURES—PRINCIPAL MECHANICAL LINES.

A REALLY remarkable development of its manufacturing industries is one of the most striking phases of the recent growth of this city.

Ranked according to value of factory output it is now the 11th American city.

In 1880 by the National Census reports, it had 1,183 manufacturing establishments; in 1890, by the same authority, 3,559.

In 1880, by these same returns, its annual product was \$42,937,701 in value; in 1890 this product was of the value of \$96,448,654.

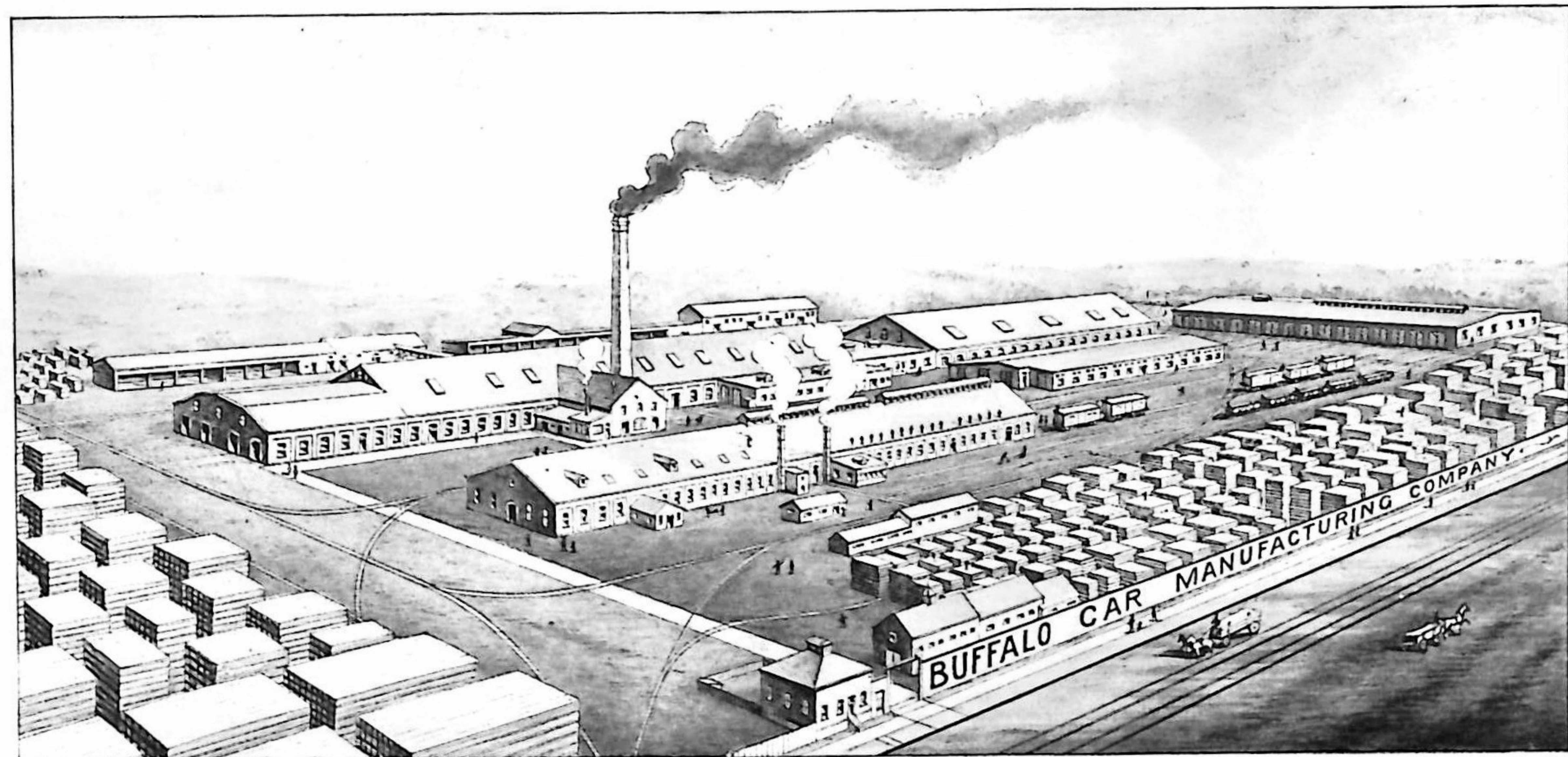
At this rate of increase—138 per cent plus in the number of concerns and 113 and over in product—it should have grown, during the seven years since that census was taken, to these figures:

Establishments, 6,921, in round numbers, say 7,000.

Value of product, \$163,212,137.

This, it should be borne in mind, is for the city alone, and does not include its suburbs. The calculation may be discounted for the lately prevailing hard times perhaps, and still remain approximately true; for many new industrial concerns that have sprung up since this census of 1890 are in evidence on every hand.

Other details given by the census report of 1890, were:
Hands employed in manufactures in the city in 1890,



WORKS OF THE BUFFALO CAR MANUFACTURING CO., Corner of Clinton and Babcock Streets.

Geo. W. Miller, President; Chester Griswold, Vice-President; W. H. Gardner, General Manager. Offices, 32 and 33 Coal & Iron Exchange.



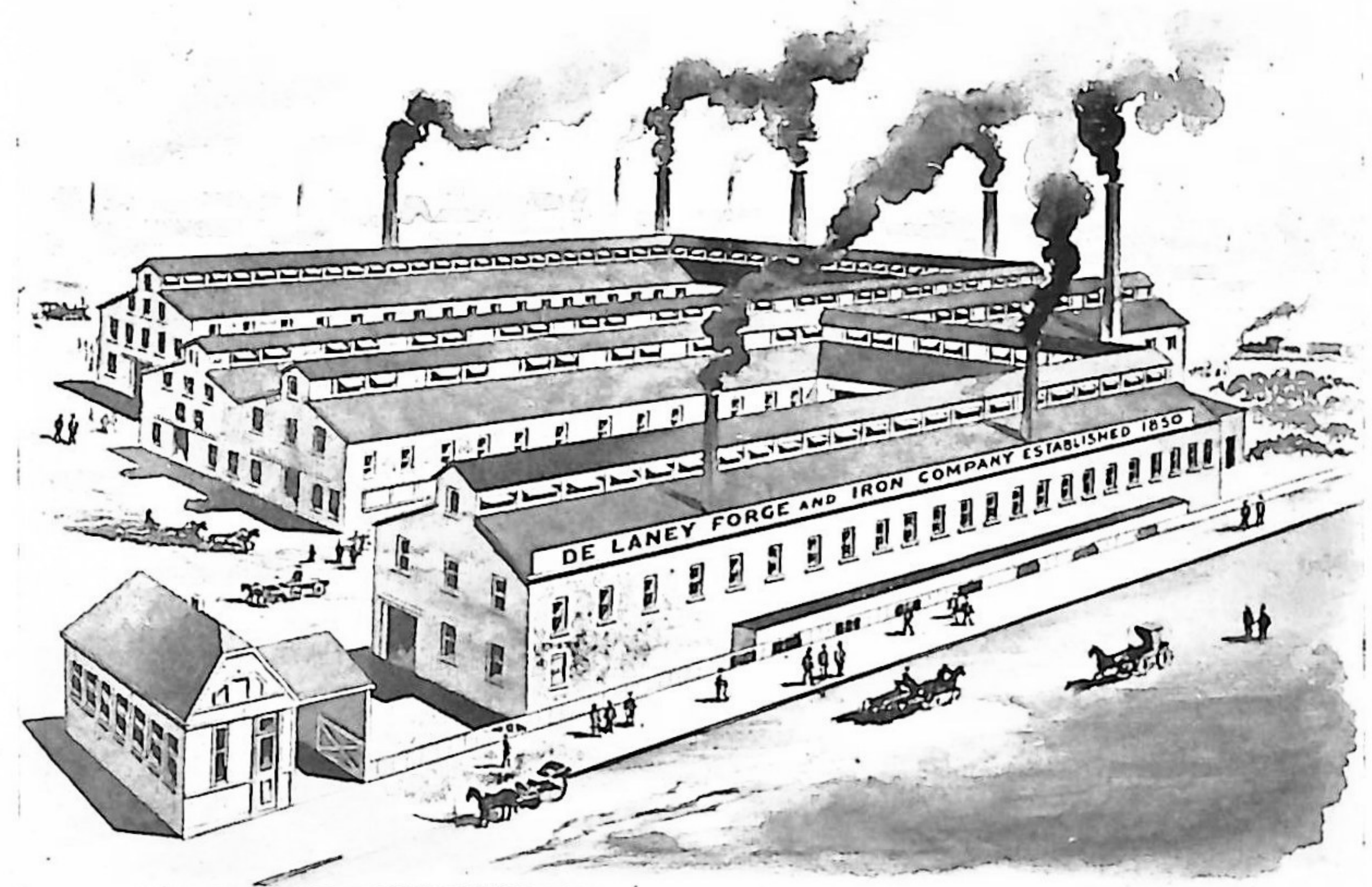
D. P. STEWART,
Of the Stewart Heater Company, 391
Norfolk Avenue.

49,998; wages paid, \$24,617,408; capital invested, \$67,887,154; cost of materials used, \$51,162,770.

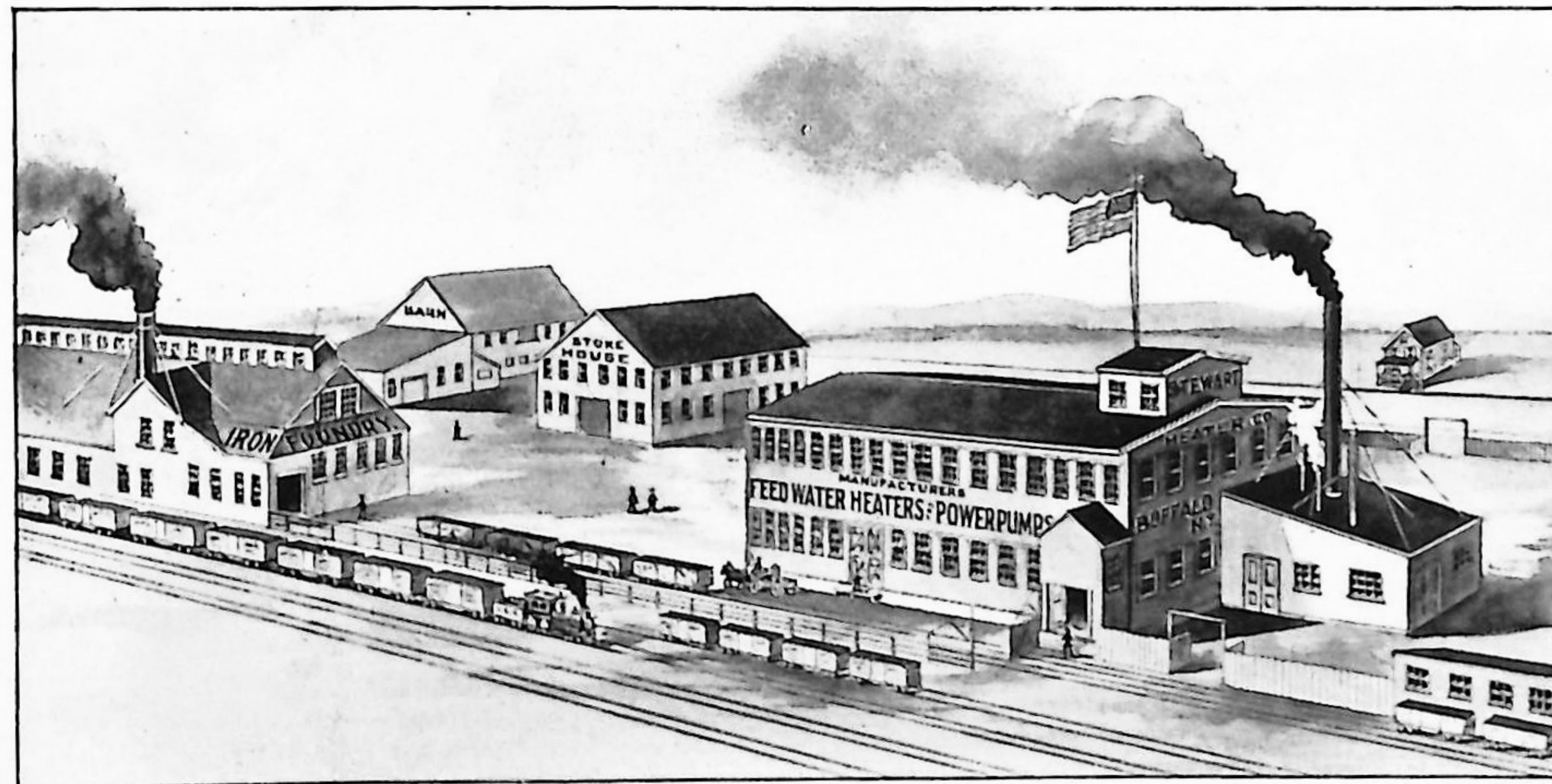
These figures also, at the rate of increase over 1880, shown by the census, may be extended, for 1897, as follows:

Hands employed, 99,996; wages paid, \$58,589,431; materials, \$79,813,921; capital invested, \$133,323,653.

The leading manufacturing lines in 1890, in order

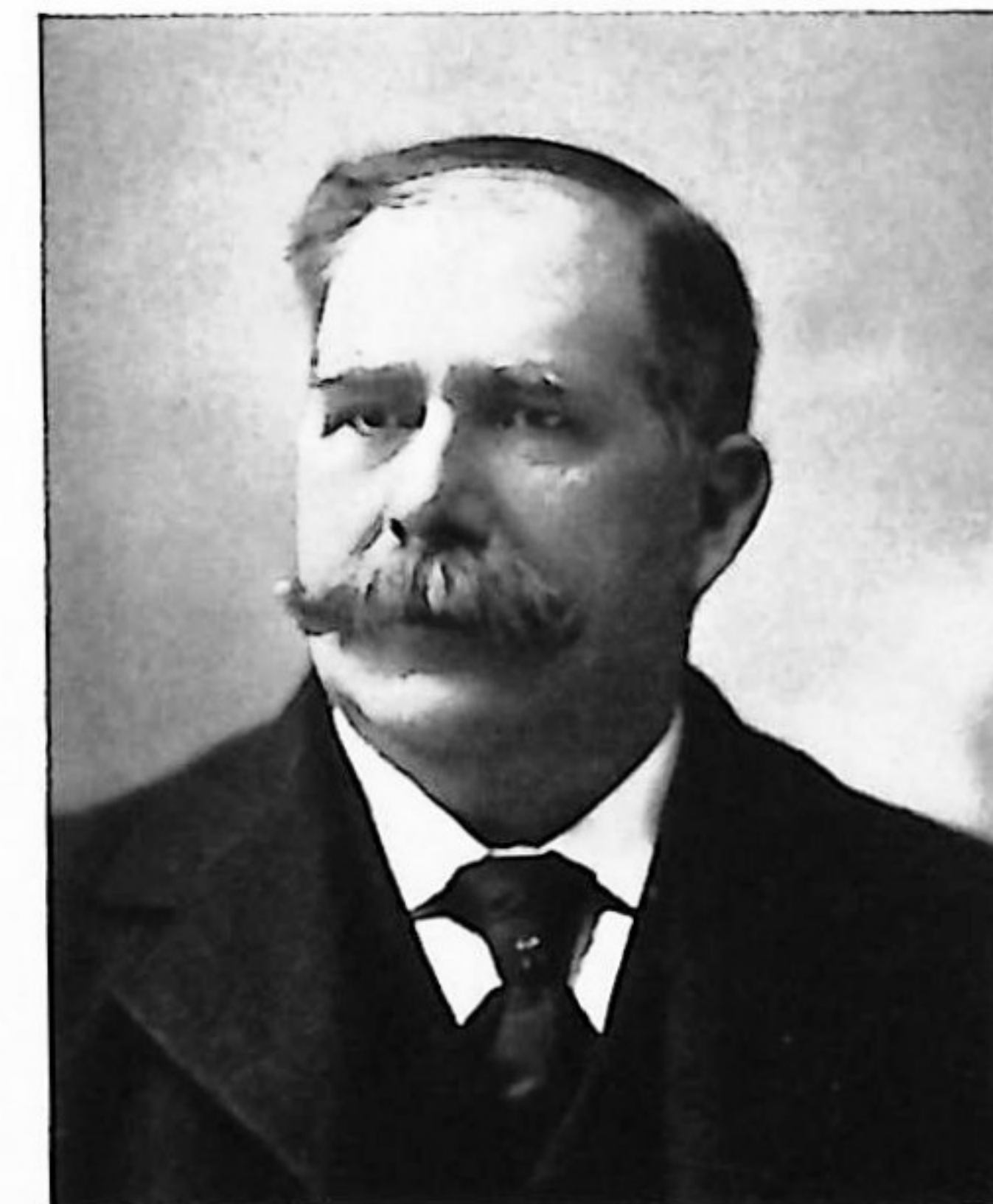


PLANT OF THE DELANEY FORGE & IRON COMPANY, Perry Street.
Established 1850. Covers 92,880 square feet of ground and employs 150 hands. Product: Iron and Steel Forgings in the rough, rough-finished or finished complete.

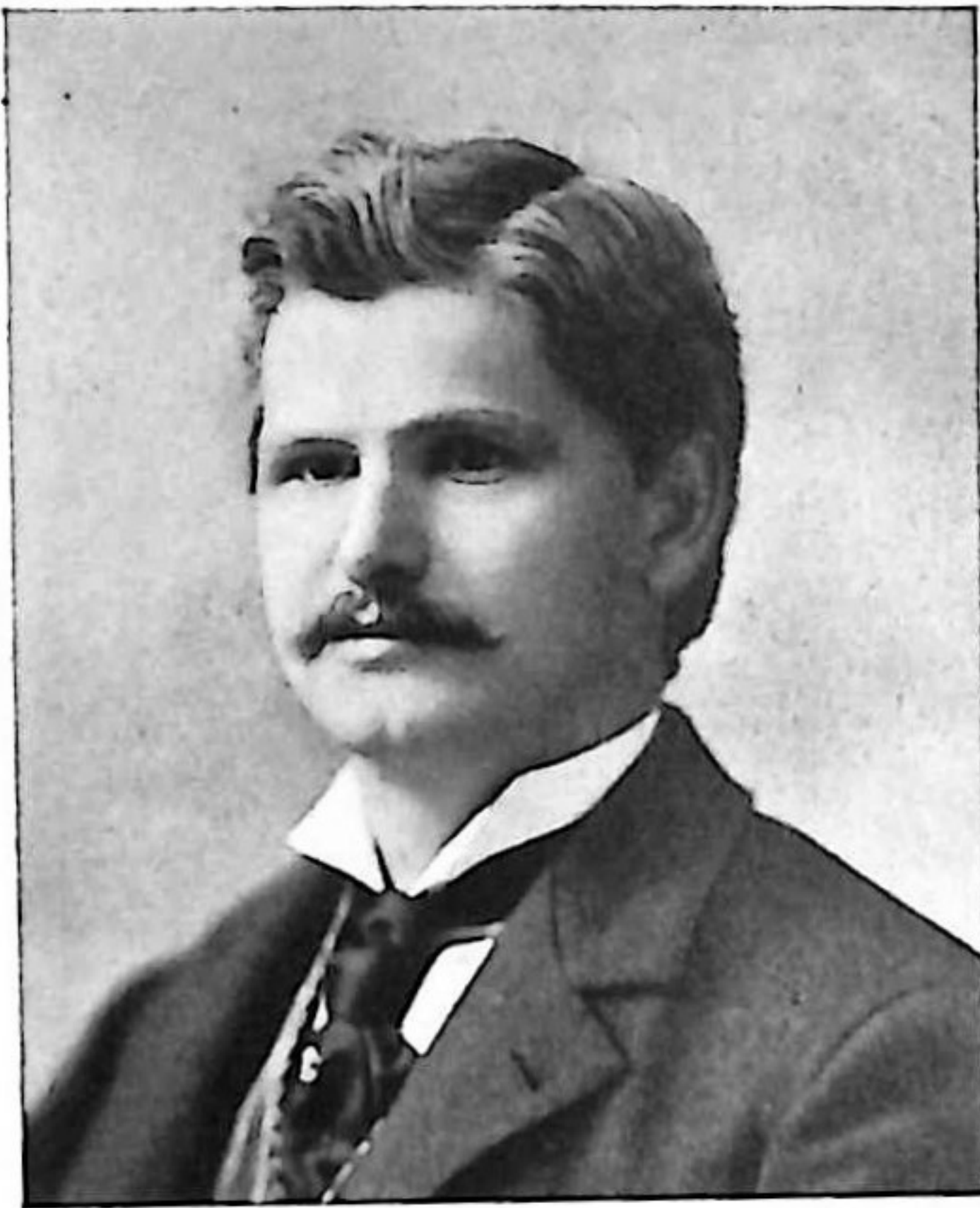


PLANT OF THE STEWART HEATER CO., 391 Norfolk Avenue.
Patentees and Manufacturers of Feed Water Heaters, Condensers, Steam and Power Pumps and Engineers' Specialties.

of the figures showing value of product, were these: 1, packing and slaughtering; 2, foundry and machine business; 3, malt liquors; 4, lumber and planing mill business; 5, flouring and



GEO. A. OTIS,
Of the Stewart Heater Company, 391
Norfolk Avenue.



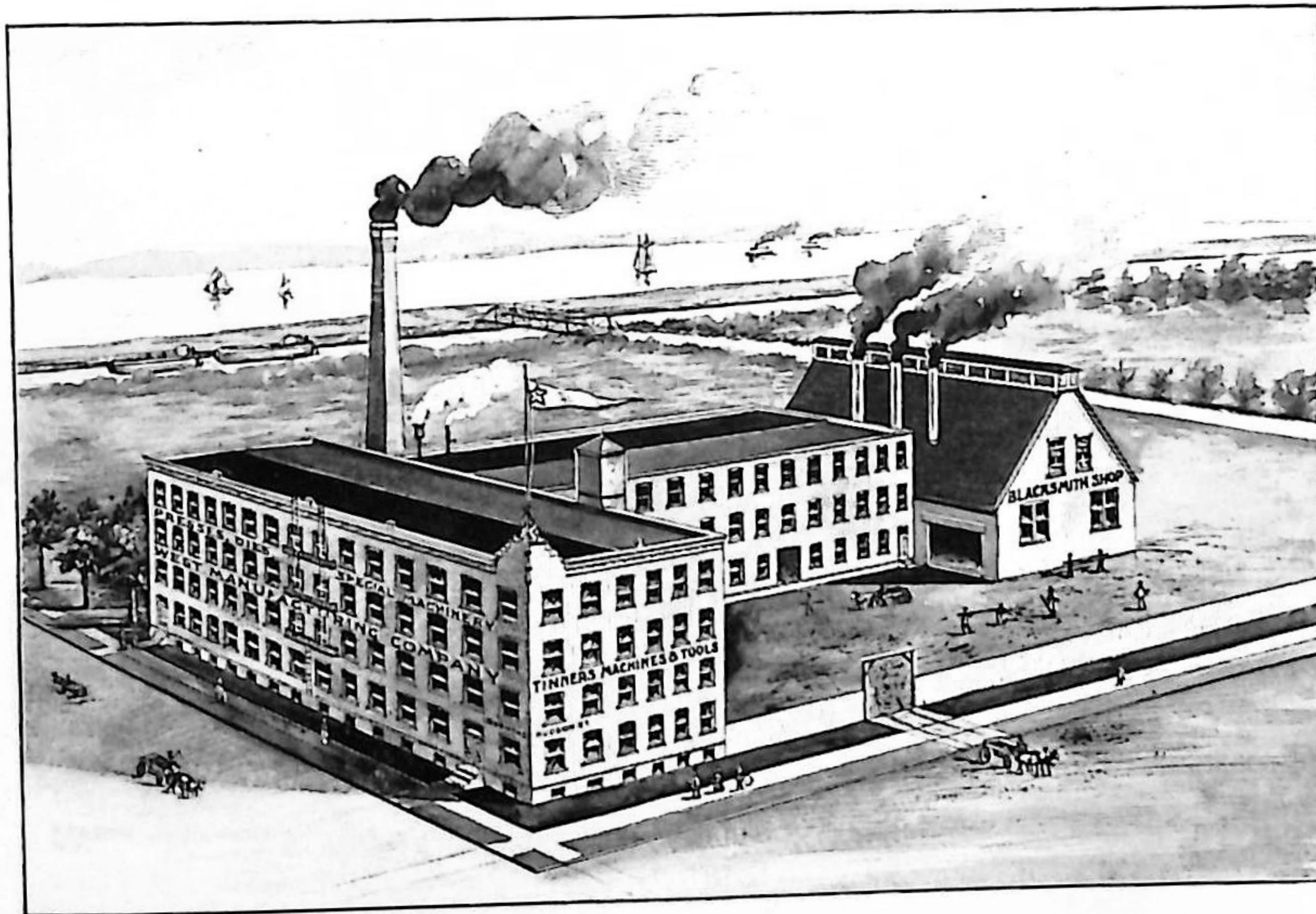
CHAS. N. ATKINSON,
Treasurer of the West Manufacturing
Company, Hudson and Seventh Streets.



ANDREW F. WEST,
President of the West Manufacturing Com-
pany, Hudson and Seventh Streets.

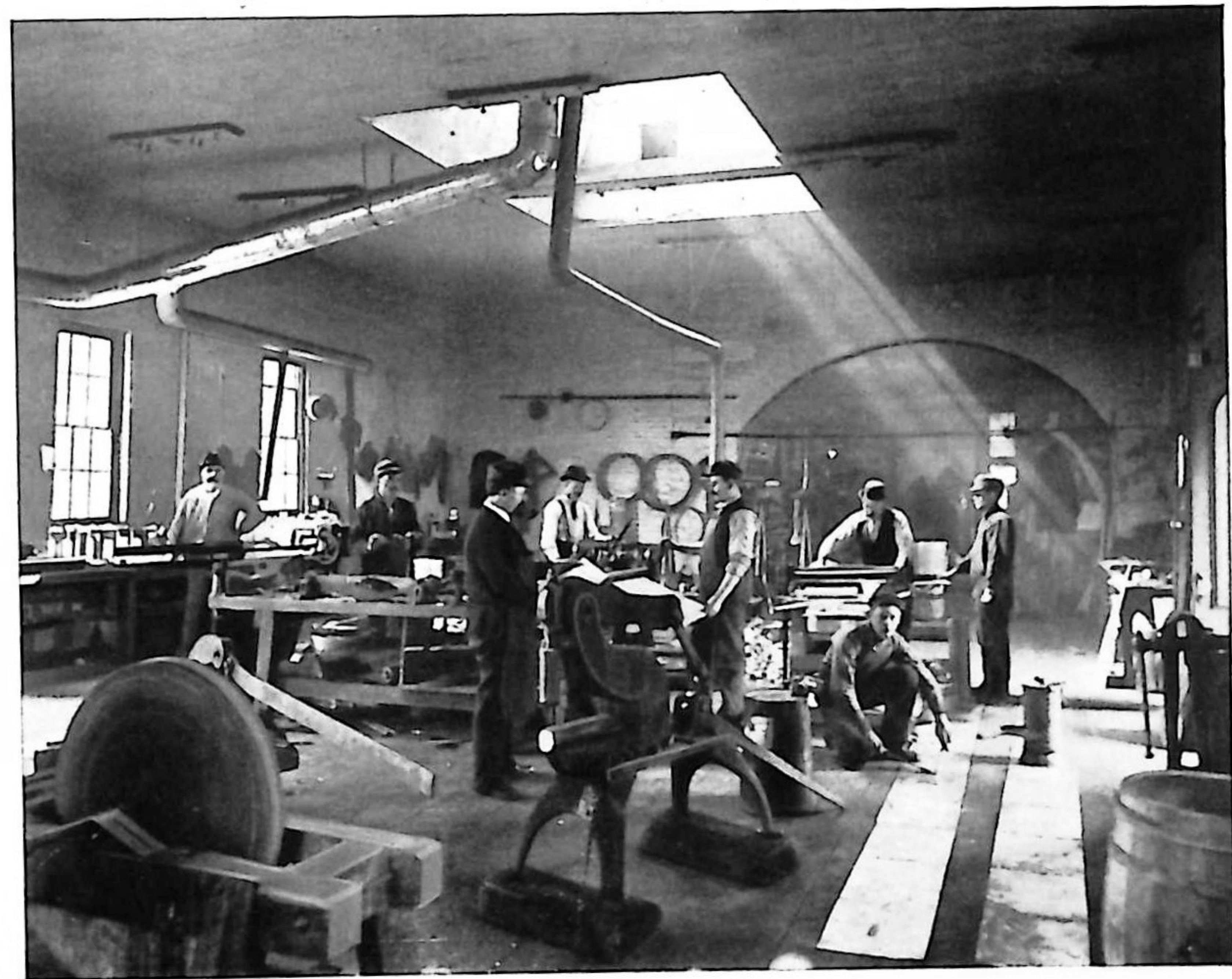
grist mills; 6, clothing; 7, leather tanning; 8, soap and candles; 9, patent medicines; 10, ship building. These 10 lines employed 13,500 persons, and had a gross product amounting to \$42,000,000 in value. They comprised, it will be seen, nearly half the manufacturing business of the city. The remaining half consisted of the small concerns of minor lines of industry, which, however, employ the bulk of those engaged in mechanical pursuits here.

Among these lesser lines, some of which closely approach the major industries above mentioned, and, like bicycle manufacturing for instance, have risen in the evolution of things since to a leading place, the following may be mentioned: The electrical business



PLANT OF THE WEST MANUFACTURING COMPANY, Corner of Hudson and
Seventh Streets.

Manufacturers of Presses, Dies, Special Machinery, Tinnery Tools, etc.



VIEW IN THE FACTORY OF RUSSELL & WATSON, 145 Main Street.

Manufacturers of French Wrought Steel Ranges and Broilers, Patent Lens Signal Lamps and Headlights, and Copper, Tin and Sheet Iron Work of all kinds.



H. J. HOPKINS,
President of Olin Gas Engine Co., Manu-
facturers of Gas and Gasoline Engines,
at 10 to 16 Lock Street.

in its numerous
branches; the
paving and con-
tracting busi-
ness, with the
street, canal and
other improve-
ments going on,
a very large one;
printing, binding
and engraving,
here represented
by several con-

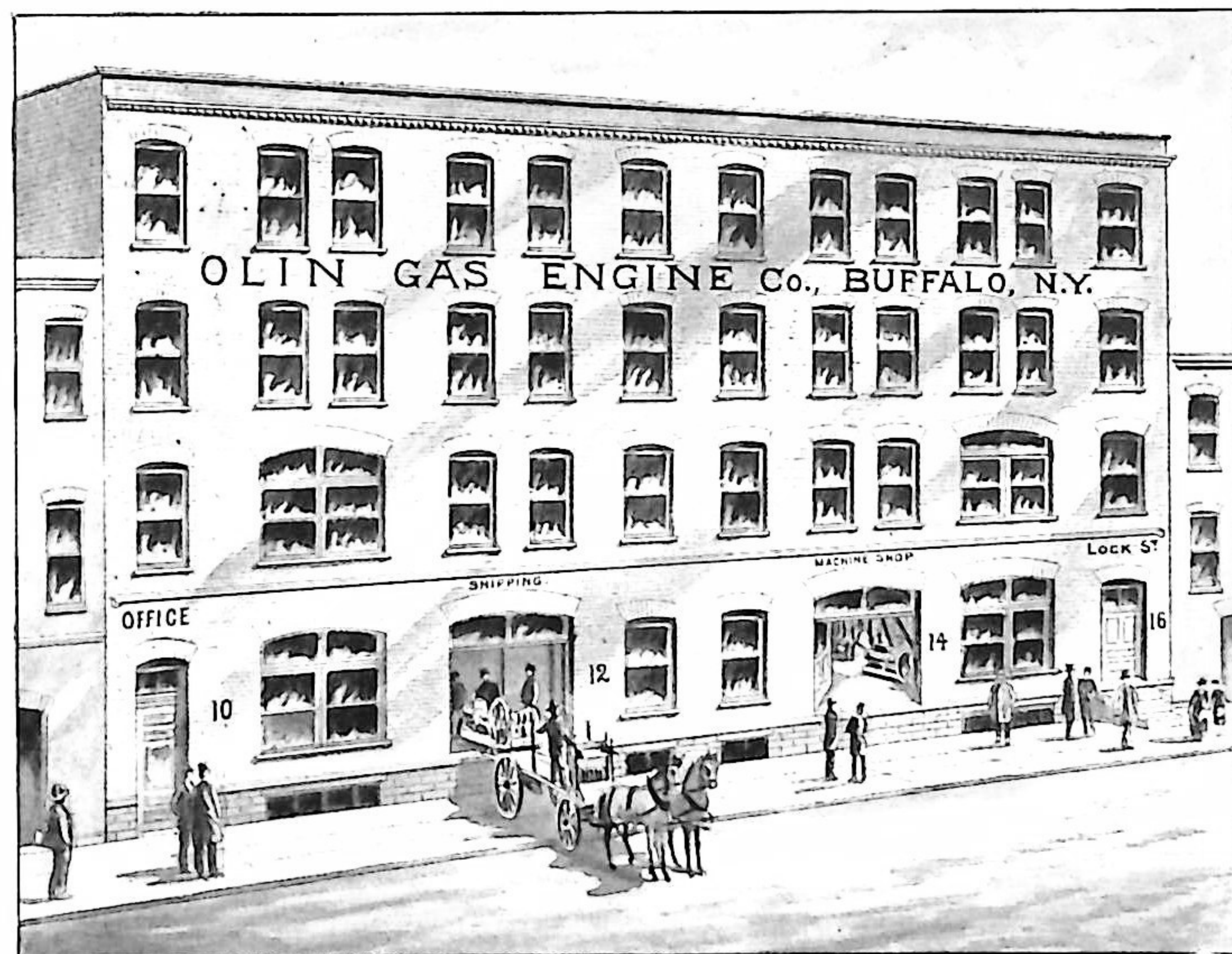


FRED C. OLIN,
Vice-president and Superintendent of Olin
Gas Engine Co. Manufacturers of Gas
and Gasoline Engines at 10 to 16
Lock Street.

cerns of wide re-
putation; the
distilling, wall
paper and cord-
age lines, and oil
refining; which
are done by one
or two very
large establish-
ments in each of
these lines; the
manufacture of
cars and car
wheels, fertili-



WM. H. CORNELL,
Treasurer of Olin Gas Engine Co. Manu-
facturers of Gas and Gasoline Engines
at 10 to 16 Lock Street.



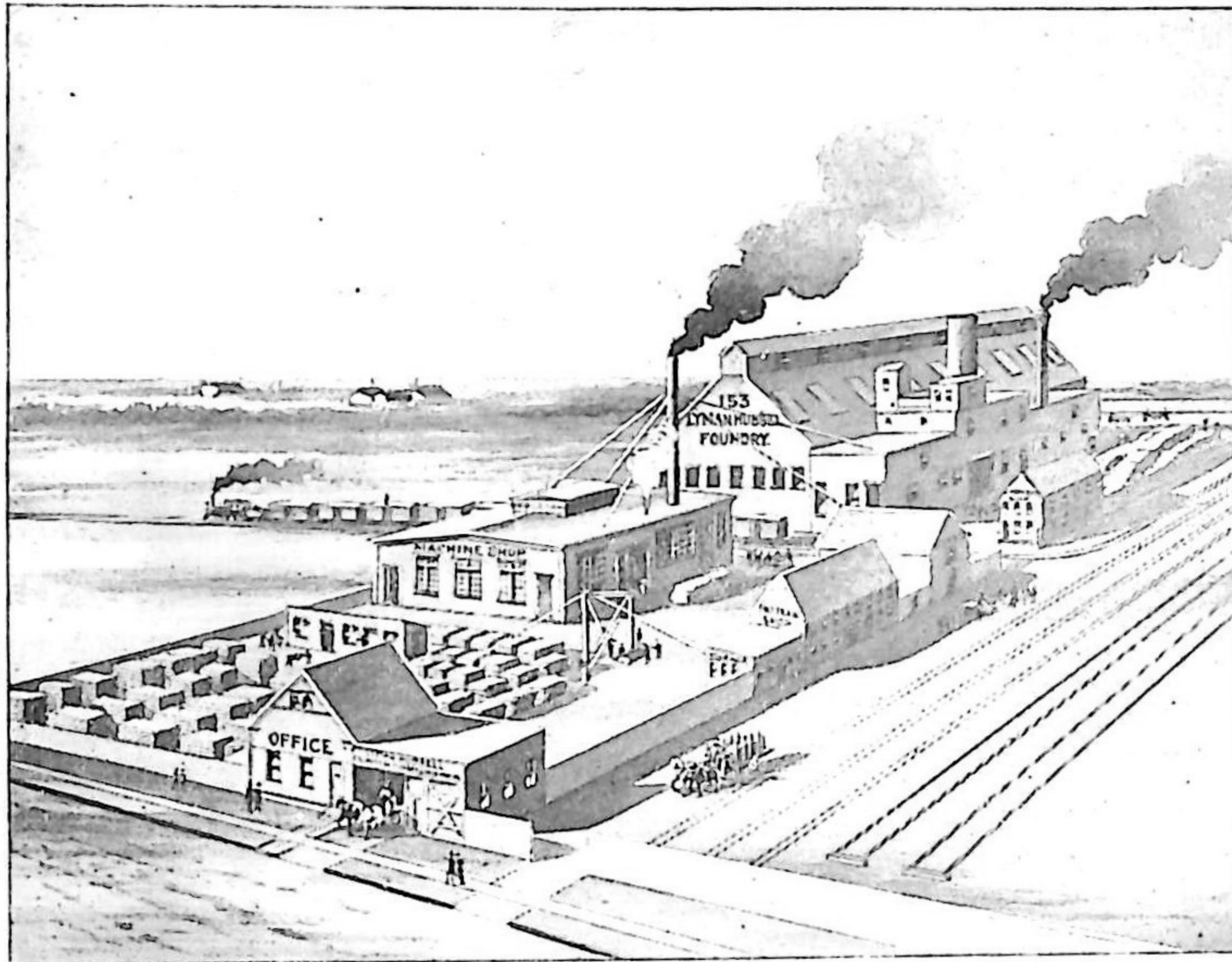
WORKS OF OLIN GAS ENGINE CO., 10 to 16 Lock Street.
Manufacturers of Gas and Gasoline Engines for all power purposes. Special Engines for
isolated electric light plants.

zers, paints, cold storage, the marble and stone business, which
are also of note, by reason of the sizable and very large
establishments engaged in them.

There are 41 bicycle manufacturers; 50 concerns in the
electrical business; 20 malt-
sters, none of them small; 17
boot and shoe factories; and
among the miscellaneous
order, brass works, cans and
tinware, and agricultural im-
plement works, furniture fac-
tories, bar fixture factories,
factories of brass and iron
beds, cigars, extracts, baking
powder and essences, tools,
barrels, coffins, lap robes,
musical instruments, etc.



JOHN SCHWARTZ,
Secretary of Olin Gas Engine Co., Manu-
facturers of Gas and Gasoline Engines
at 10 to 16 Lock Street.



FILLMORE AVENUE FOUNDRY AND IRON WORKS, 153 Fillmore Avenue.
Lyman Hubbell, Proprietor. Established 1883. Fine Machinery, Furnace and Building Castings.

Among the very large concerns are those of the Tonawanda Iron & Steel Works, a few miles north of the city, the Buffalo Blast Furnaces, the Copper Works of the Great Calumet & Hecla Mines, the Buffalo Car Co., Niagara and other Car Wheel companies, and the extensive railroad shops at Depew.



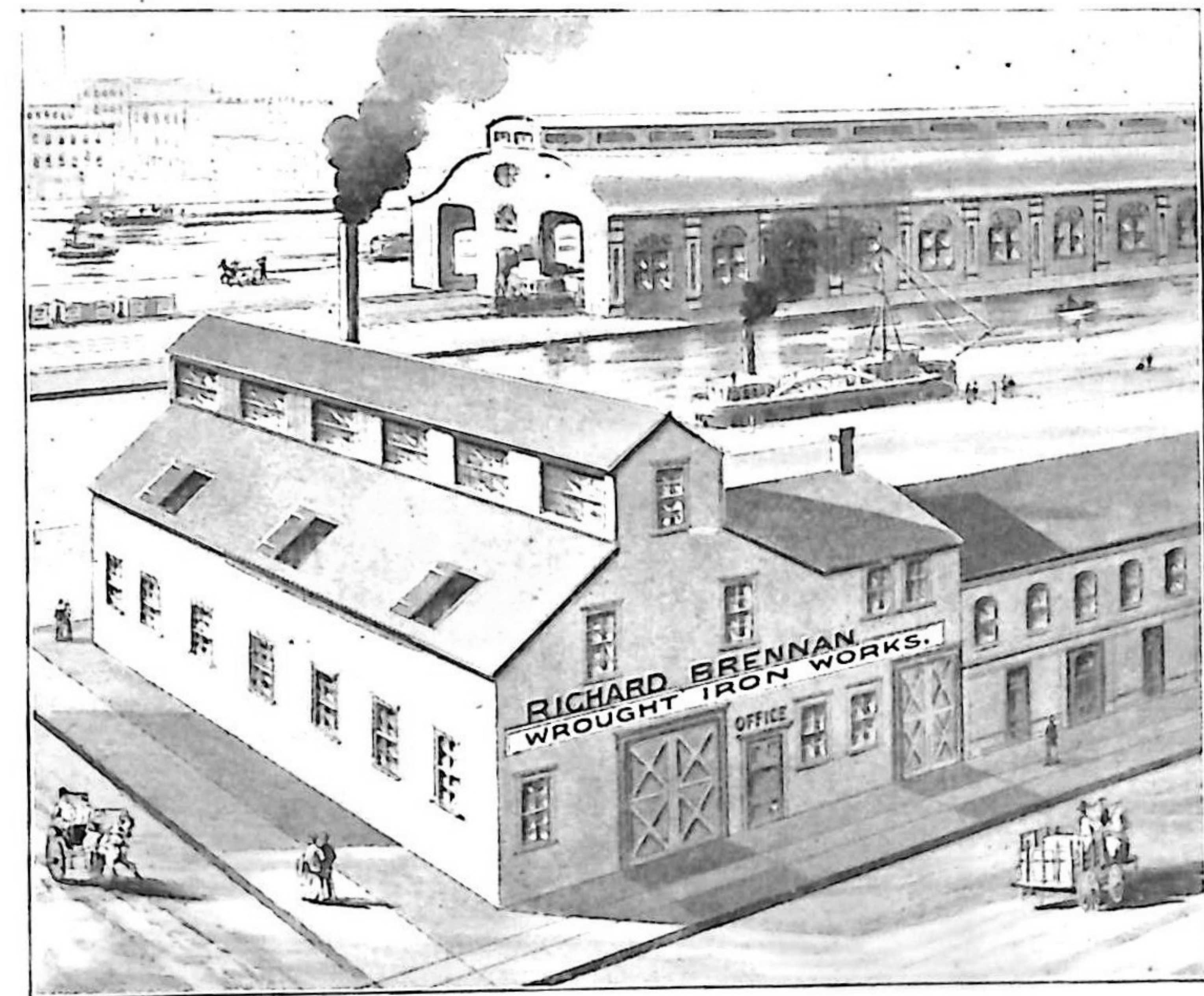
RICHARD BRENNAN,
Proprietor of Brennan's Wrought Iron Works. Dredge and Machinery Forging and General Blacksmithing. 33 to 37 River Street.

Here are the New York Central and West Shore locomotive shops, the works of the Gould

Coupler Co., Union Car Co., National Car Wheel Co., Gould Axle Co., Buffalo Brass Co., the laundry of the Wagner Palace Car Co., a cotton mill, etc. These concerns employ more than 3,000 hands. They form a group and industrial settlement, which, when all the improvements



LYMAN HUBBELL,
Proprietor of the Fillmore Avenue Foundry and Iron Works, 153 Fillmore Avenue.



[153] **RICHARD BRENNAN'S WROUGHT IRON WORKS, 33 to 37 River Street.**
Dredge and Machinery Forging and General Blacksmithing.



JULIUS J. HERBOLD,
Manufacturer of Carriages, Wagons and
Sleighs. 358 and 360 Elk Street.

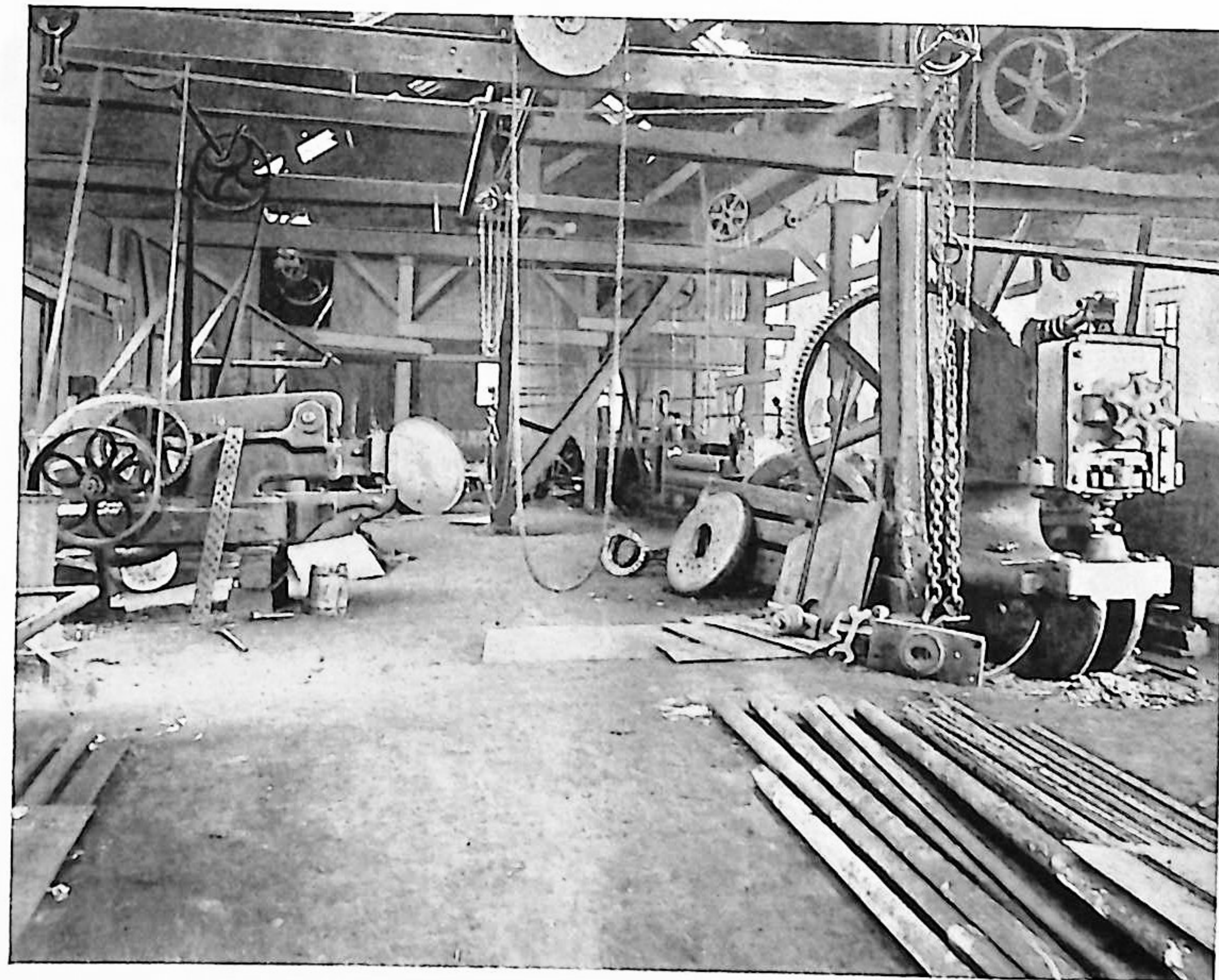
contemplated
are made, will be
not unlike the
famous town of
Pullman, Ill.

In West Seneca,
on the south,
and Cheektowa-
ga, on the west,
are many scat-
tering manufac-
turing establish-



A. E. PERREN,
Carriage Manufacturer, 670 and 672
Main Street.

most in value of product. There
are three important establishments
of this kind here, two very large
ones and one of lesser importance,
and 35 or 40 smaller concerns.
The largest plant here covers about



VIEW IN THE EAGLE BOILER WORKS OF RITER BROS., Mary and
Indiana Streets.

Steam Boilers of all descriptions built, and special attention given to marine work.

ments, which should be
included in any fair
account of the indus-
tries of the city. Most
of these have head-
quarters and transact
their sales business in
this city, and are prac-
tically Buffalo concerns.

THE PACKING BUSINESS.

This line continues to
be, as at the time of the
1890 census, the leading
manufacturing industry
of the city; that is to
say, it is first and fore-

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FACTORY AND REPOSITORY OF A. E. PERREN,
670 and 672 Main Street.

Manufacturer of Fine Carriages, Sleighs and Harness.



PETER LESSWING,
Carriage Manufacturer, 265 and 267
Ellicott Street.



GEO. W. BEITZ,
Of the Harvey Carriage Company. Manu-
facturers of Fine Carriages. 104 to 108
Terrace.



ANDREW S. BANKS,
Of the Harvey Carriage Company. Manu-
facturers of Fire Carriages. 104 to
108 Terrace.

Pennsylvania, Ohio, New Eng-
land and the South chiefly.
Some exporting of it is also
done, mainly to England, Ger-
many and the Scandinavian
countries. Among the larger
concerns of the city are some
of very long establishment, and
with a substantial reputation
for the quality of their product
both at home and abroad.

five acres, and all the bigger ones are equipped in modern style so as to produce
the most with the least waste of labor and material.

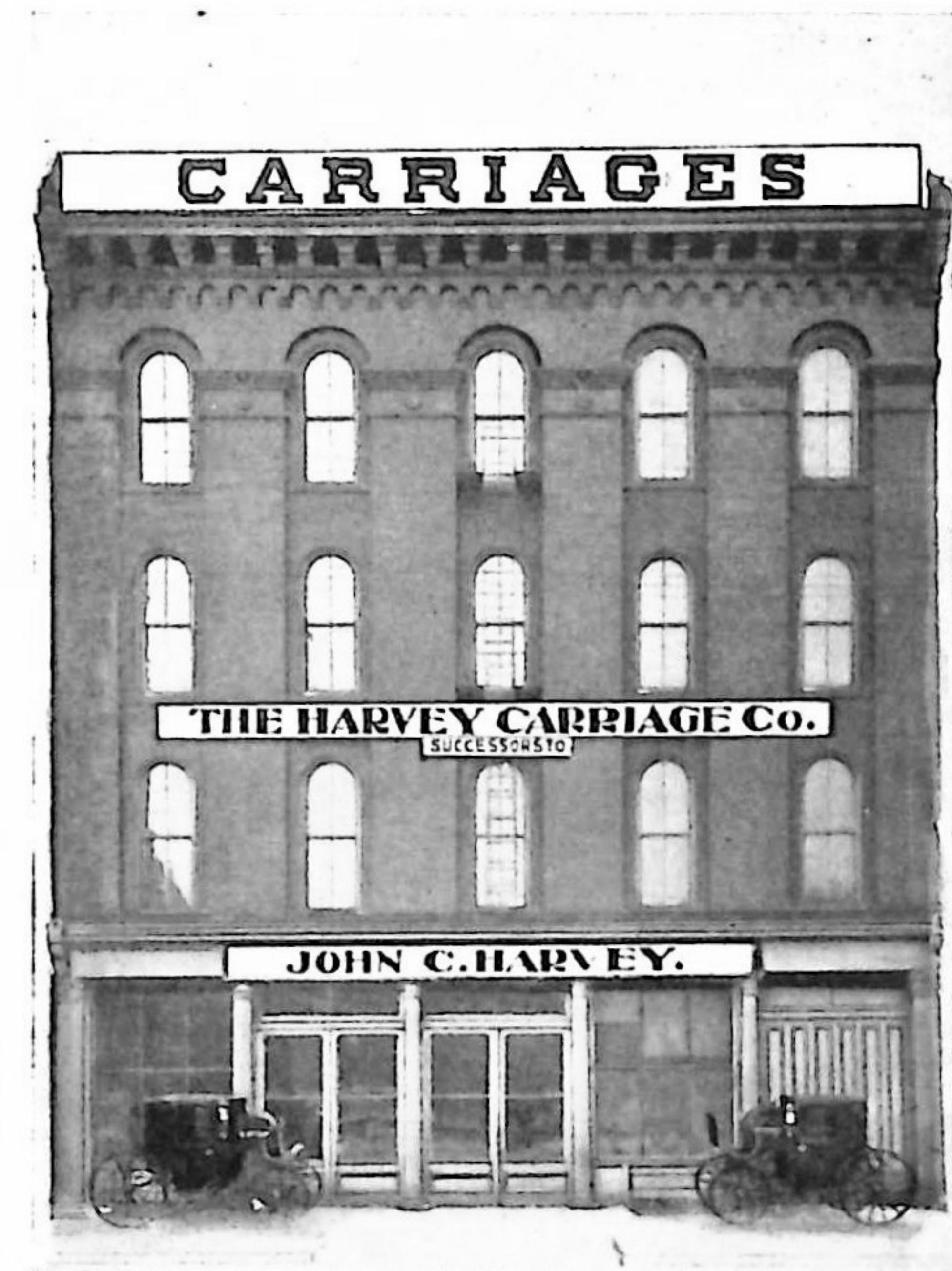


CARRIAGE MANUFACTORY OF PETER LESSWING,
265 and 267 Ellicott Street.

Between 800 and 1,000 hands are
employed in the business here. The
capital invested is about \$3,000,000,
the wages paid over \$500,000, and
the product \$10,000,000 or more
annually.

Over 800,000 hogs are slaughtered
in this city in the course of the year,
some 300,000 cattle, and 125,000 to
150,000 sheep, the local fresh meat
consumption inclusive, but the bulk
of them for packing purposes. These
come from all the stock raising dis-
tricts of the West, and some from
places nearer home. The product of
the packing goes to supply New York,

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THE HARVEY CARRIAGE COMPANY.
Builders and designers of Coaches, Landaus, Broughams,
Victorias and other high-class carriages for the private
trade, all the product of skilled day labor. Individual
work for particular buyers a specialty.



BEN KOLB,
Carriage Manufacturer and General Blacksmith, 2026 Niagara Street.

IRON WORKS.

THERE are only two blast furnaces west of the Hudson River in New York State. One of these is in Tonawanda and the other is in Buffalo. The two have a combined capacity of 250,000 tons a year. They get their ore from the Lake Superior District (Michigan, Wisconsin and Minnesota), and their coke from Pennsylvania ovens. The iron they produce is used for foundry

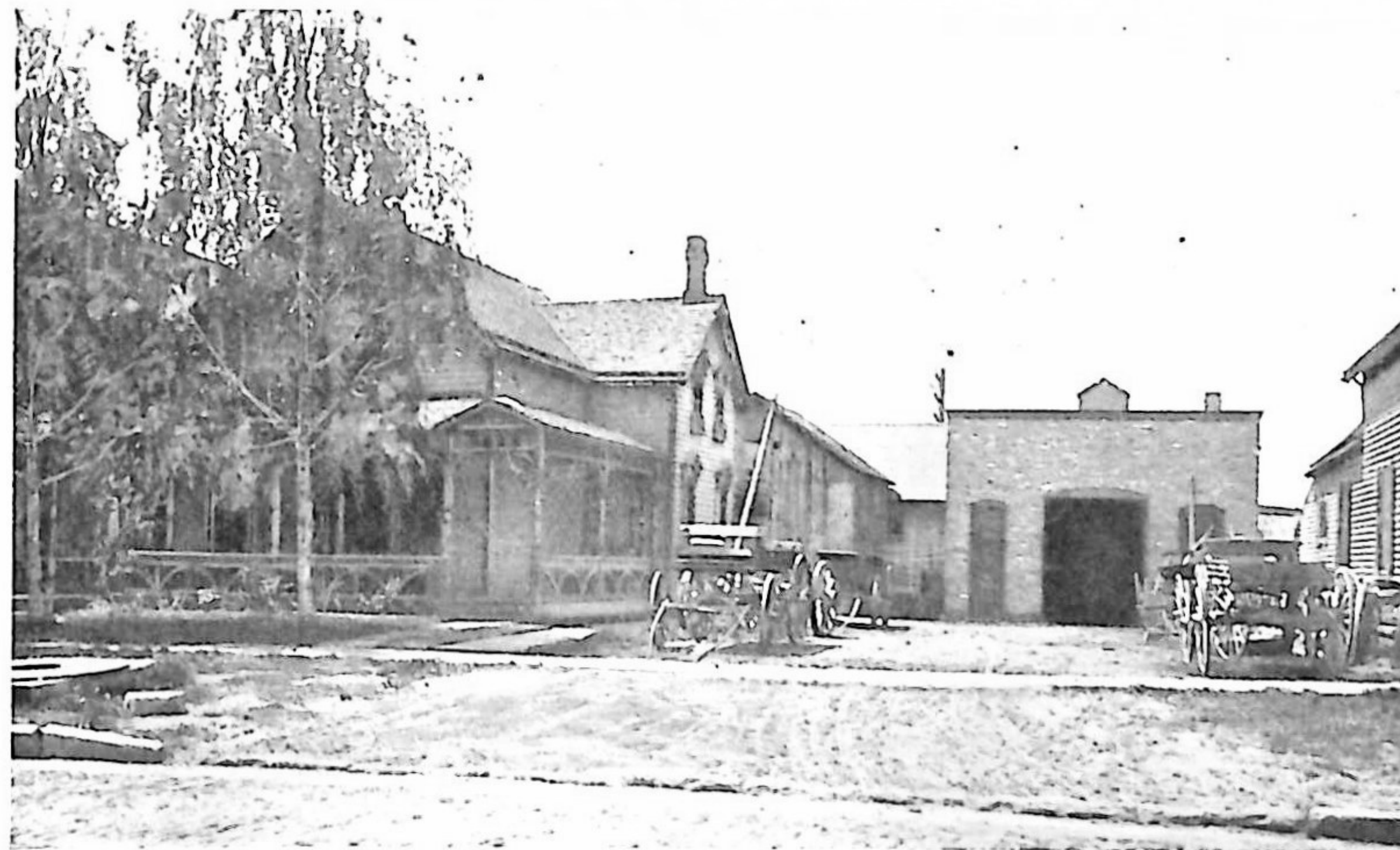
work, malleable iron work and by rolling mills. Shipments are made to Canada and Japan—to the former country in large quantities, but, of course, the bulk of the output is used at home. The Buffalo demand is large, owing to the magnitude of the foundry business and the number of boiler works, machine shops, etc., here.



JAMES MALE,
Of Male & Vogt, Manufacturers of Carriages, Buggies and Wagons, 324 and 326 Seneca Street.



JOHN F. VOGT,
Senior Partner of Male & Vogt. Manufacturers of Carriages, Buggies and Wagons, 324 and 326 Seneca Street. Prominent in this line here for the last 22 years.



RESIDENCE AND PLANT OF BEN KOLB, 2026 Niagara Street.
Carriage Manufacturer and General Blacksmith.

There are between 35 and 40 foundries here, including the large and important concerns in Depew already referred to.

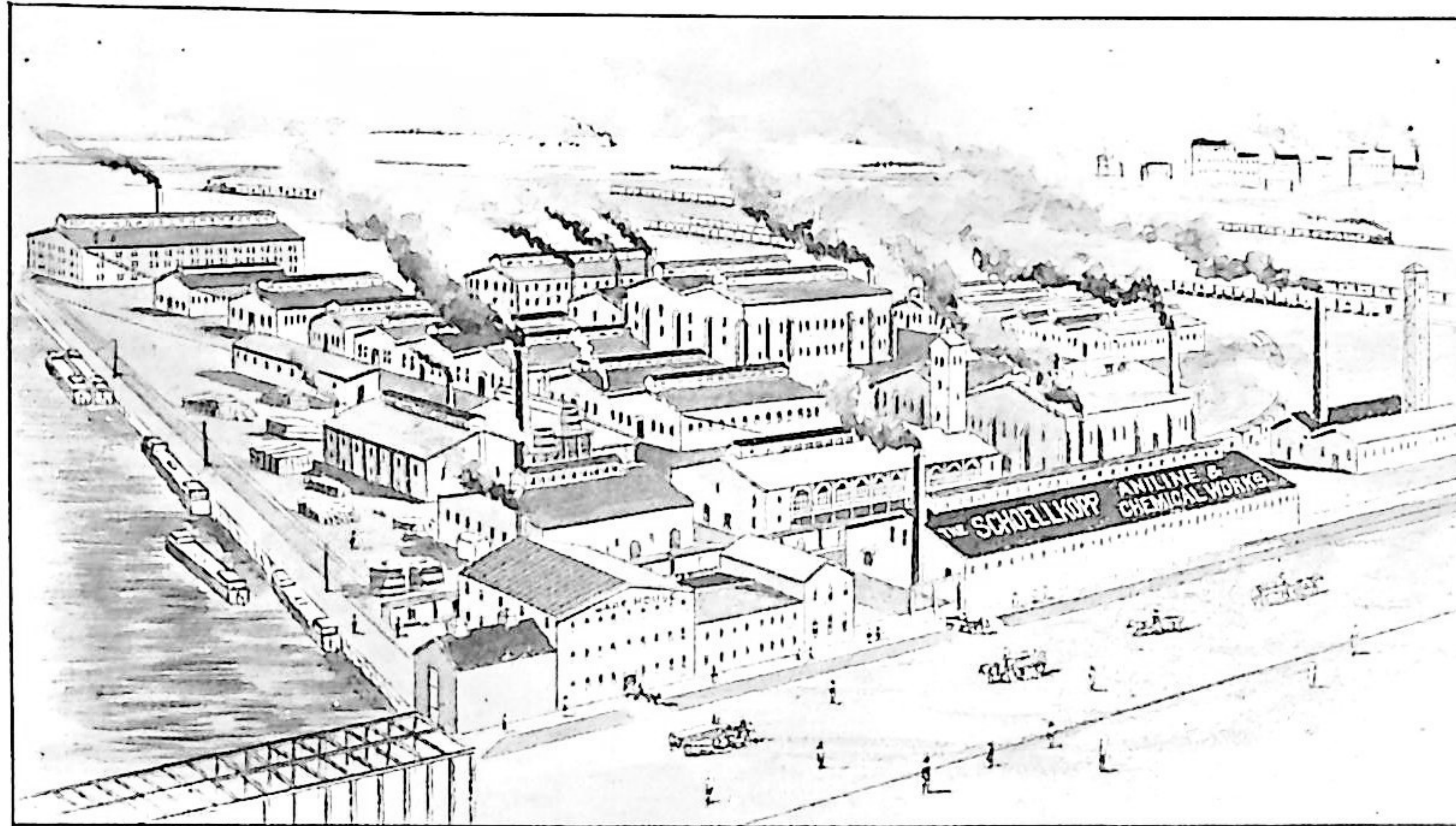
There are, too, a couple of large malleable iron plants, and smaller concerns of the jobbing and machine shop order innumerable.

BICYCLE MANUFACTURING.

HERE, as elsewhere, this business is a recent growth. Previous to



GEORGE ENGELHARDT,
General Blacksmith and Manufacturer of Heavy and Light Spring Wagons, High Street, between Maple and Michigan.



WORKS OF THE SCHOELLKOPF ANILINE & CHEMICAL CO., Abbott Road, South-eastern Limits of Buffalo.
Covers six acres and is the largest aniline dye factory in America. The company has branches in New York, Philadelphia, Boston, Chicago, Cincinnati, Milwaukee, Watertown, N. Y., Neenah, Wis., and Denver.

1890 there was very little done in it. One concern, the Buffalo Tricycle Co. (now the Buffalo Cycle Co.),



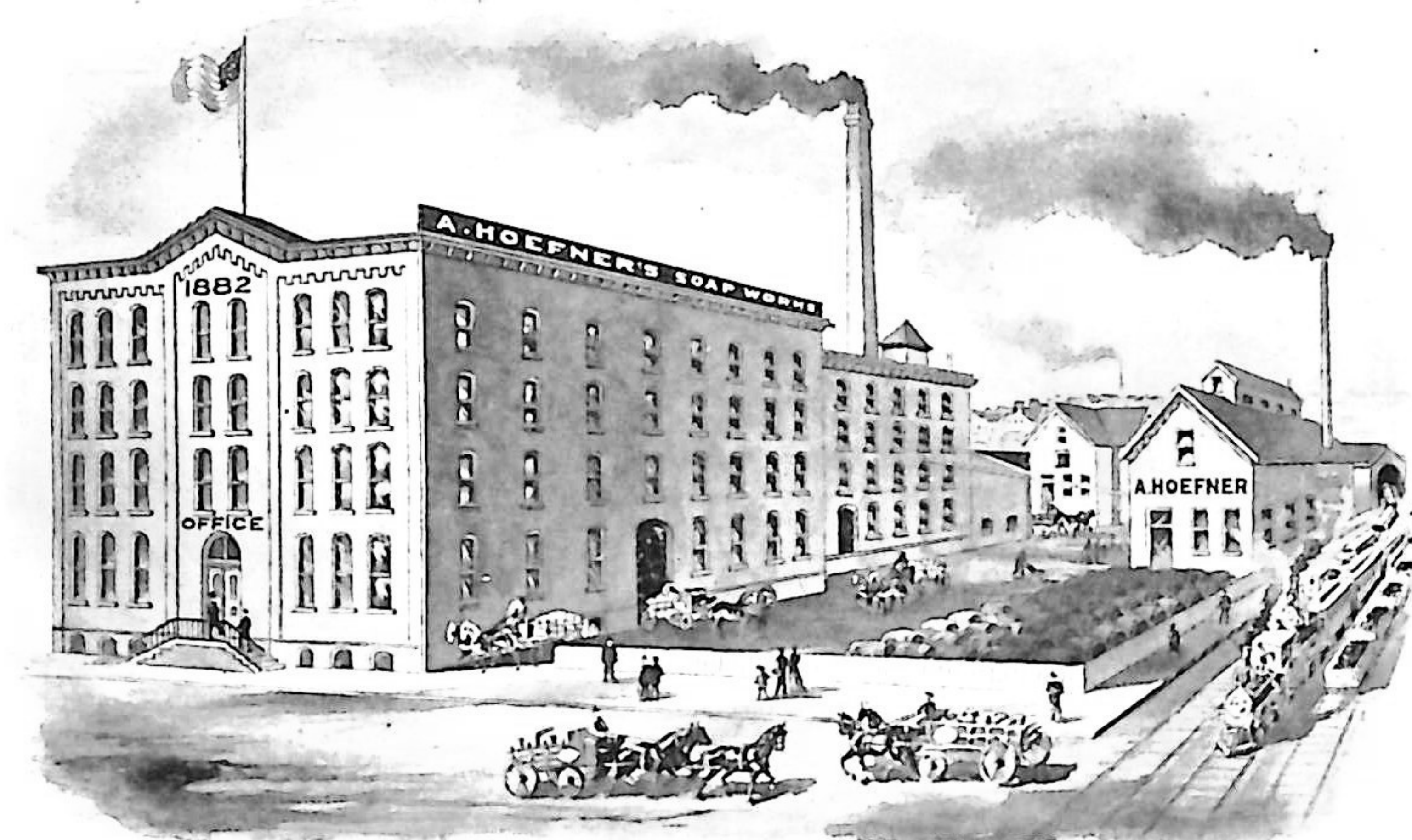
FACTORY OF GOWANS & SONS,
Manufacturers of the highest grades of Laundry and White Soaps. Annual capacity, 15 million pounds. Established 1834 by Peter Gowans.

turned out possibly 1,500 bicycles, the rest of their product being tricycles. The growing demand soon brought more concerns into the field, and now there are at least 10 concerns of resources and standing in the business, besides 20 or 25 small fry, who turn out from 25 to 100 wheels, perhaps, a year.

The larger firms referred to make from 1,000 to 15,000 wheels each annually.



ANSELM HOEFNER,
Established 1854 on the site of his present factory, Van Rensselaer Street, next to the Erie R. R. One of the oldest and most successful soap manufacturers of the city.



A. HOEFNER'S SOAP WORKS, 162 to 170 Van Rensselaer Street, near Exchange.
Established 1854 by A. Hoefner, with whom are associated his sons, Anthony J. and Anselm M. Hoefner. Has trade all over this country and exports to Brazil and the Argentine.

Of employees, there must be in the neighborhood of 1,200 or 1,500, counting all the places, large and small. These men earn fair wages and make a very good living.

The raw material or parts for use in the factories is obtained outside of Buffalo. Tubing comes from special plants in Ohio, Pennsylvania and New York. Tires come from rubber centers in the East.

The market for the product is wide spread. Buffalo wheels are sold all over the United States, and are exported to Great Britain, Germany, Australia and other distant places. Such wheels as the "Niagara," "Fleetwing," "Envoy," "Kensington," "Pierce," and

"Globe" are as widely known as any made.

These are all by Buffalo makers.

In 1896 the total output here was about 50,000 wheels and this year promises to be larger. The average market price of wheels will be from \$40 to \$50, or, say, \$2,250,000 of trade in all.

The capital employed now in the business here is in the neighborhood of \$1,000,000. The business is increasing. The demand is for high grade wheels rather than for cheap ones.

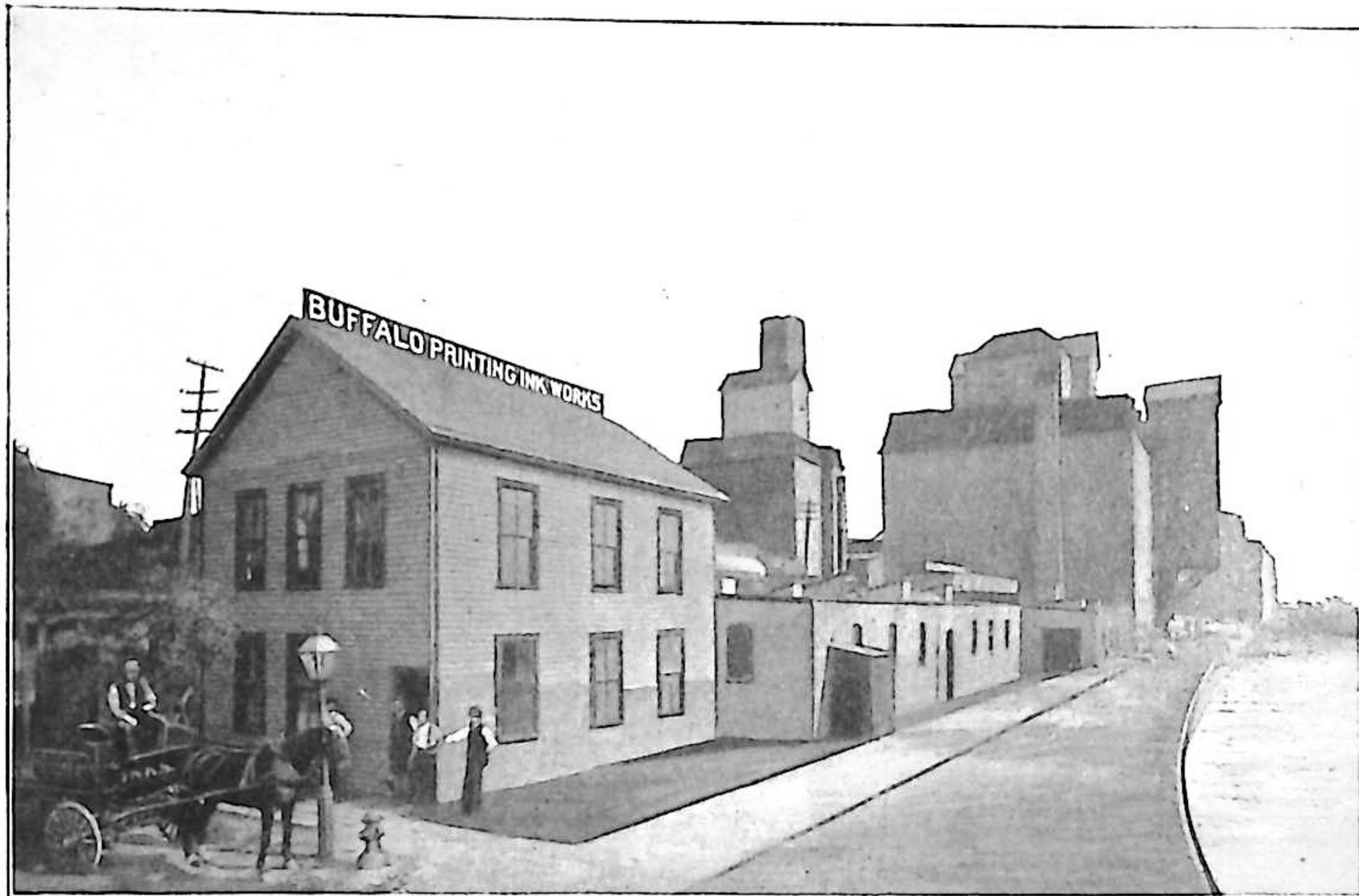


JOSEPH JAIXEN,
Manager of the Buffalo Casket Company,
458 Washington Street.

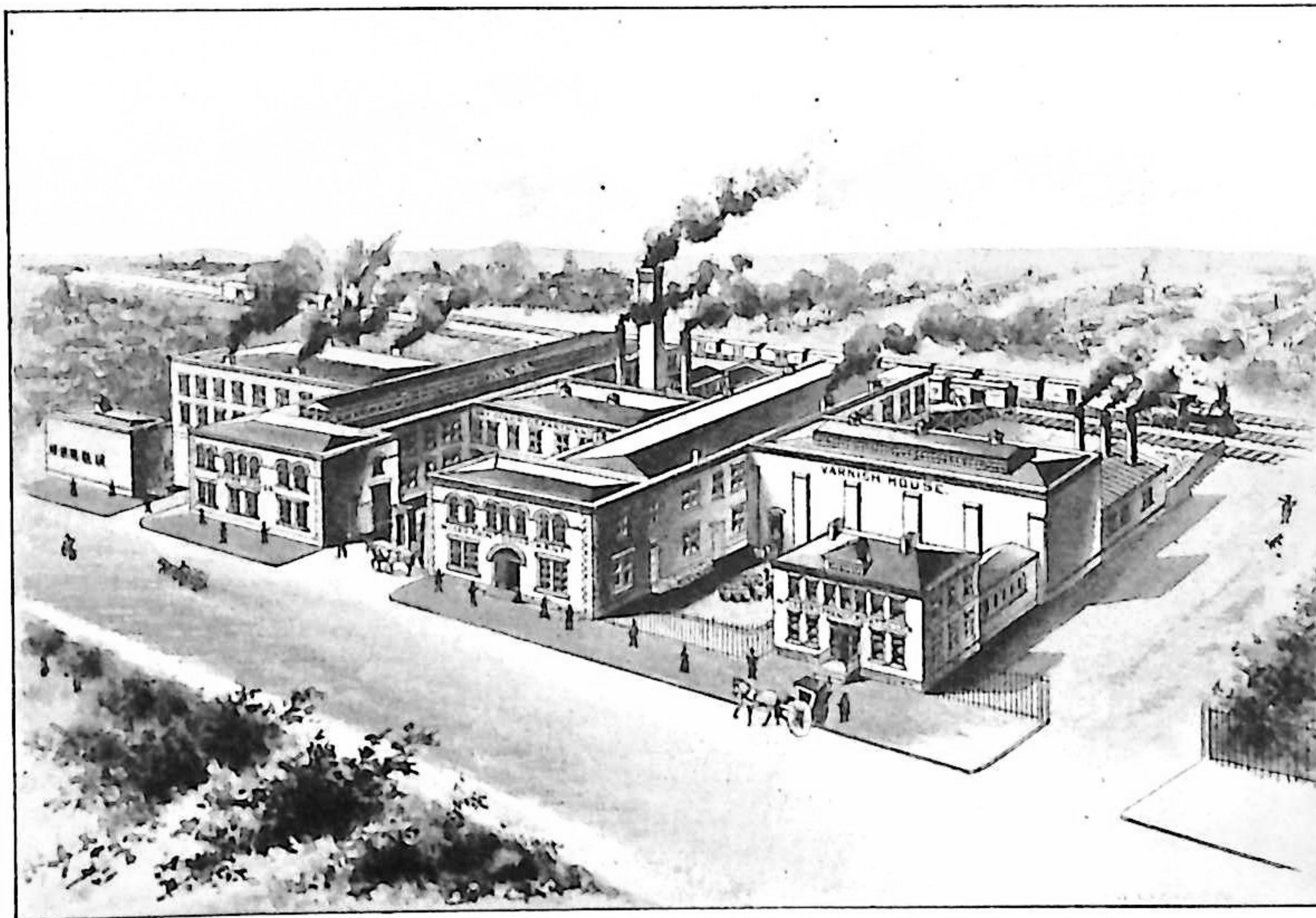


FACTORY OF LAUTZ BROS. & CO., 22 to 44 Hanover Street, 31 to 41 Lloyd Street and 40 to 42 Lloyd Street.

Manufacturers of Fine Laundry Soaps. Established 1853. Employ 350 hands. Branch Offices: Philadelphia, Baltimore, Rochester, Syracuse, Detroit and Milwaukee.



BUFFALO PRINTING INK WORKS, 20 to 30 Brace Street.
E. F. Rycken, R. E. Pollock, Proprietors.



NEW FACTORY OF THE McLENNAN FRENCH PAINT CO., Ltd. Erected 1895.
Equipped with the most modern machinery for the manufacture of paints and varnishes, from the most delicate carmines and lakes to outside wearing paints and varnishes. The company's trade extends over the Eastern States to California and into Mexico. Branch Houses: Chicago, New York and Columbus, O.

Of bicycle dealers, there are five big wholesale and retail houses in Buffalo, who do a fair-sized business, and probably 150 or 200 concerns who sell bicycles along with other things. Nearly every sort of store carries wheels now. All makes are handled in these places, though the largest single demand is for Buffalo wheels, because a purchaser here prefers, of course, to have a wheel that he can have repaired at the factory in which it was made.

CARRIAGE MANUFACTURERS.

BUFFALO has an important industrial interest in her carriage building trade which amounts very probably to \$2,000,000 or \$2,500,000 a year, and gives employment to 2,200 workmen.

There are four large establishments that turn out finished work, three concerns, known as spring and gear



COOPER'S PAPER BOX WORKS, Washington, corner of Chippewa Street.

Manufacturers of Paper Boxes of every description. Mailing tubes, lithographed and printed folding paper boxes, etc. Clothing, notion, confectionery, florists' and bakery folding boxes in stock.

works, that turn out work "in the grey" only, and three plants are run entirely upon tops and trimmings. For the manufacture of drays and very heavy vehicles for moving bulky and weighty articles, there is one



PAPER BOX FACTORY OF E. JUENGLING, 198 and 200 Terrace.



H. E. JUENGLING,
Manufacturer of Paper Boxes. Successor
to the Buffalo Paper Box Co., 198 and
200 Terrace.



HERBERT L. BAKER,
Manager Buffalo Branch of the American
Type Founders Co., 83 and 85 Ellicott
Street.

large factory. This enumeration covers the chief concerns and nearly all the business, but there are probably 30 minor repair and jobbing shops that employ a few people each, and they, in the aggregate, make some little addition to the total output.

The work done in Buffalo

factories is high grade, and covers the entire range of vehicles, from a sulky or road cart, to a tally-ho coach or a furniture van.

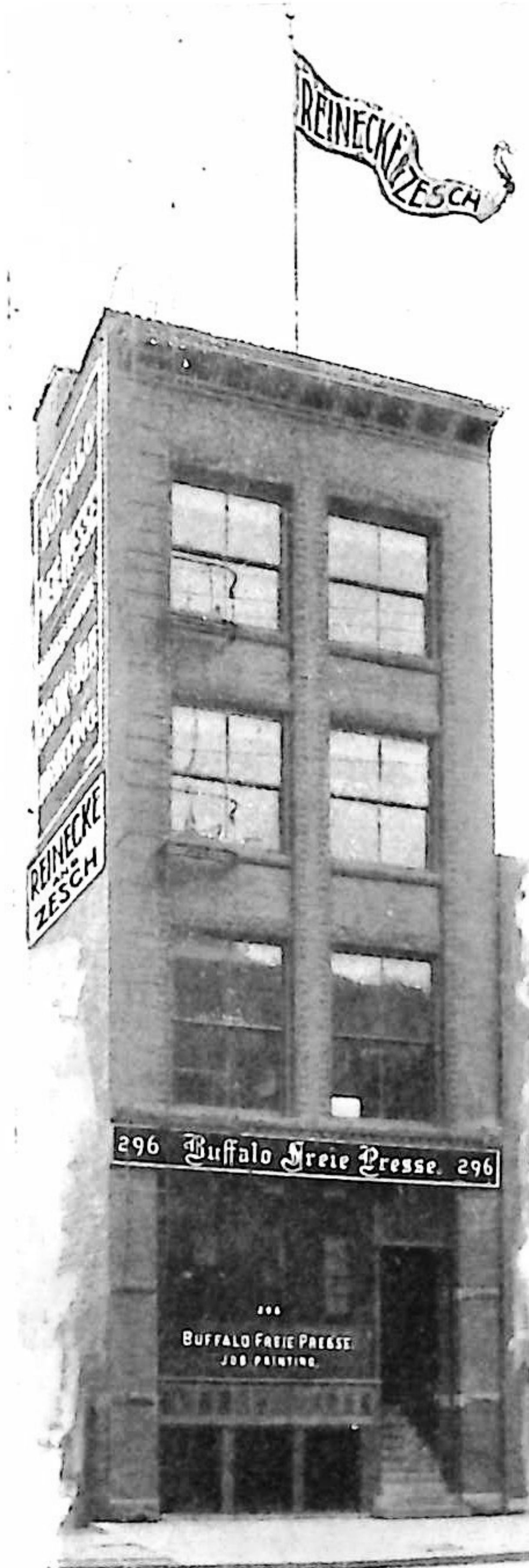


WILLIAM H. BORK,
Book-binder and Envelope Manufacturer,
45 to 51 Swan Street.

BREWING, MALTING, Etc.

The brewing business has long been one of the most important industries of Buffalo. For many a year—more than 60 in point of fact it appears—it has

contributed to the growth and prosperity of the city.



REINECKE & ZESCH, 296 Ellicott
Street.

Job Printers in English and German, and
publishers of the Buffalo Freie Presse.

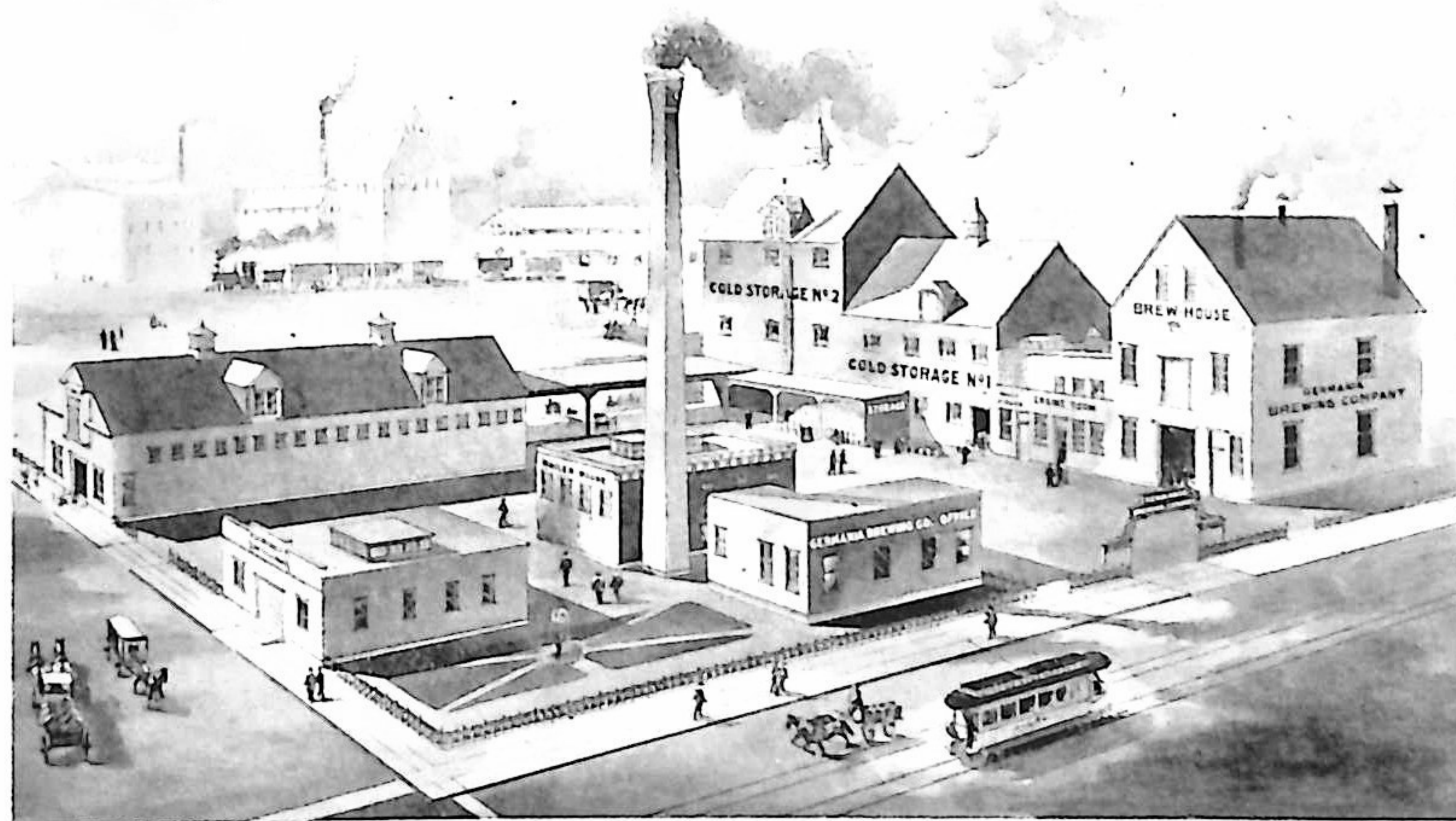


C. HAMMER,
Vice-president of the Germania Brewing
Company, 1615 to 1621 Broadway.



F. J. ILLIG,
President, Treasurer and Manager of the Ger-
mania Brewing Co., 1615 to 1621 Broadway.

In the National Census reports of 1890 it is ranked as third among the city's manufacturing lines, the first and



PLANT OF THE GERMANIA BREWING COMPANY, 1615 to 1621 Broadway.
Capacity, 35,000 barrels. Leading Brands Standard and Lager Beer.

second (packing, and the foundry and machine shop business), indeed, exceeding it but little; and with its allies, malting, bottling, etc., more than likely, at the present time, in value of product at least, it leads.

Here, as elsewhere in the country, the German element predominates in the business. There have been



RESIDENCE OF F. J. ILLIG, 343 E. Utica Street.

breweries here ever since that element, one of the strongest and most substantial here, made its appearance. The Iroquois, Lang's, and Beck Breweries all originated in the 40's. Among the breweries here are some of the oldest business enterprises of the city; and

the names of Magnus Beck, Gerhard Lang and others prominently identified with this industry have long been reckoned among those of the solid business men of the city.

As long ago as 1863, Buffalo was notable as a brewing center. That year it had 35 establishments, making altogether 152,000 barrels. The changes of late years, tantamount to a revolution in the trade, consequent upon the introduction of



O. E. FOSTER,
President of the Foster-Milburn Co.,
Manufacturers of Proprietary Medi-
cines, 291 and 293 Michigan Street.

1840, when "there were five breweries," says Mr. Jacob F. Kuhn, an authority, "with capacity of one to nine barrels each!"

The status of the trade in 1890 is shown by the following statistics taken from United States census reports of that year, viz: Establishments, 45 (bottlers,



DRAWING ROOM, RESIDENCE OF O. E. FOSTER, 54 Hodge Avenue.

refrigerator and other modern processes, are shown in the returns of the business for 1894. That year there were 19 concerns here only; but these produced 662,667 barrels. Contrast these figures with those of

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RESIDENCE OF O. E. FOSTER, 54 Hodge Avenue.
Mr. Foster is President of the Foster-Milburn Co., Manufacturers of Proprietary Medicines at 291 and 293 Michigan Street.



PHILIP BACHERT,
Manufacturer of Coffee Extract, 168 to 176
Genesee Street.

etc., included); hands employed, 1,160; capital in the business, \$18,810,425; material used, \$3,916,053; output, \$6,890,000 in value. In the fiscal year, 1895-96 tax was paid by the brewers of this city and vicinity upon 861,150 barrels, at \$1 per bar-

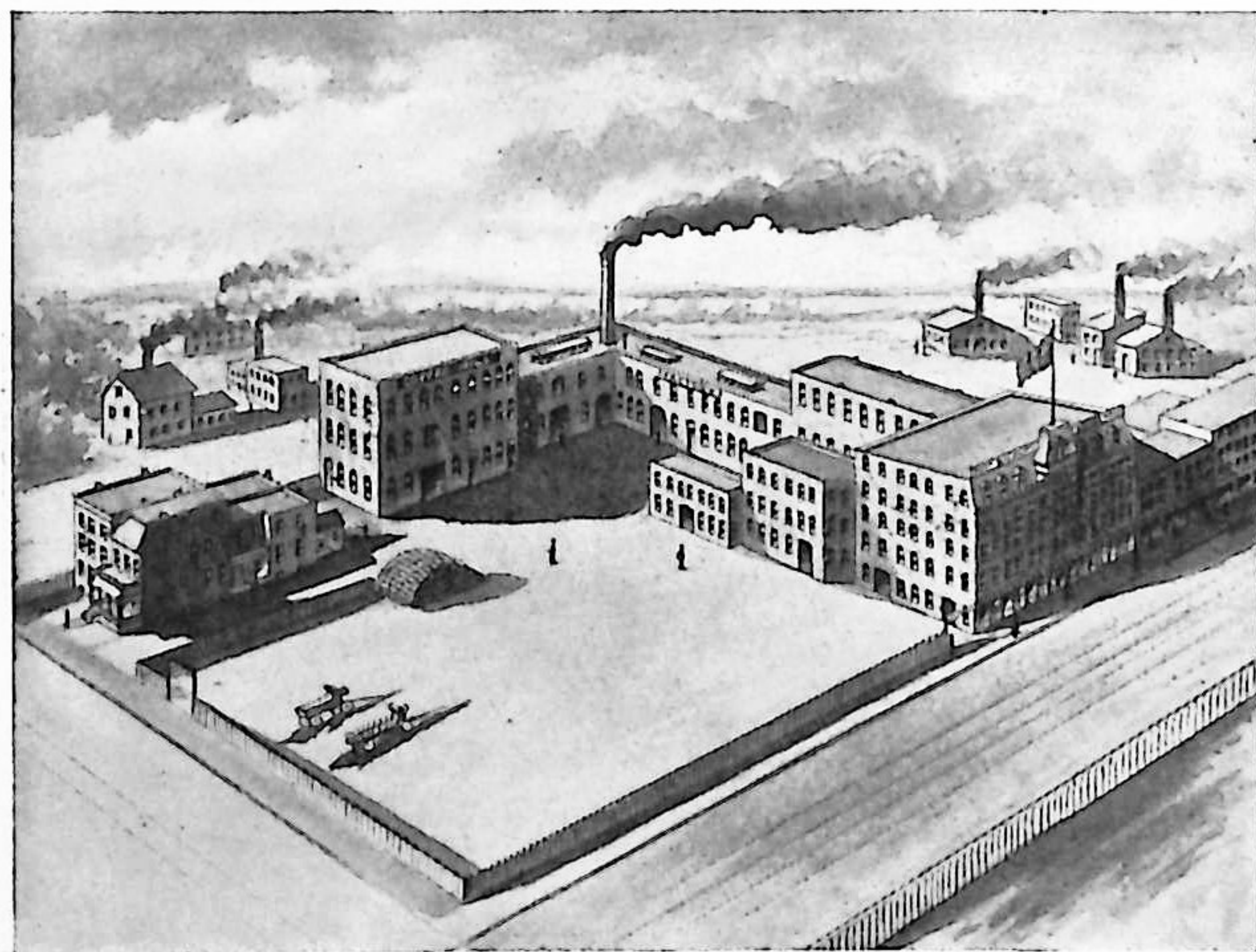
rel; of this amount the city alone produced 652,340 barrels. This year, by reason of the Raines Law, it is estimated that the output will be perhaps 75,000 or 80,000 barrels less.

Speaking generally, the trade shows steady growth and advance. In 1872, however, times were hard, raw material was high; some of the local breweries were doing business at a loss. This state of affairs led to the organization the following year of the Brewers' Association



LOUIS ONETTO,
Proprietor of the Buffalo Macaroni and Vermicelli Works. Born in Italy, May 26, 1848. Resident of the United States since 1867. Established in Buffalo since 1872.

(embracing also the maltsters and supply men), which organization still exists. In 1880 the United States Brewers' Convention was held here, a gathering which was largely made a success through the efforts of this association. The officers of this local association for 1897, are: Chas. G. Pankow, president; John

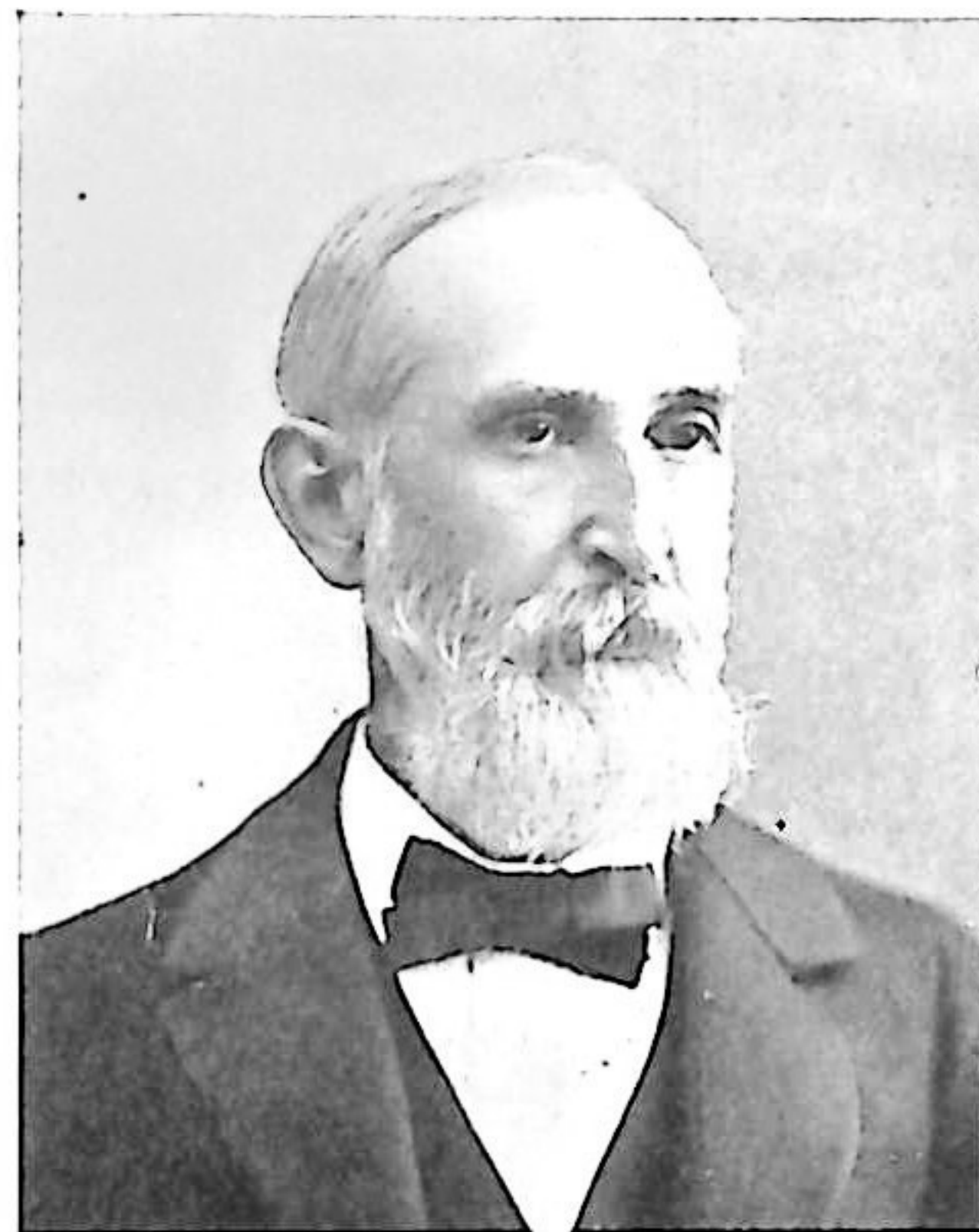


PLANT OF PHILIP BACHERT, 168 to 176 Genesee Street.
Manufacturer of Coffee Extract.



BUFFALO MACARONI AND VERMICELLI WORKS, 137 and 139 Broadway.

Louis Onetto, Proprietor. Manufacturer of Macaroni and Vermicelli, Fancy Paste, German Noodles, etc., and Importer and Wholesale Dealer in all kinds of Foreign Produce. Specialties: Olive Oil and Cheese.



M. W. DAKE,
Manager of the Niagara Bakery, 291 to
303 Michigan Street.

L. Schwartz,
vice-president;
Philip Stein,
treasurer; Jacob
F. Kuhn, secre-
tary.

There are at
present 19 brew-
eries here, one
large ale brew-
ery included.
The big ones are
Lang's, Beck's,
the Iroquois,
Schuesler, Weyand, Germania,
etc. Half a dozen of them

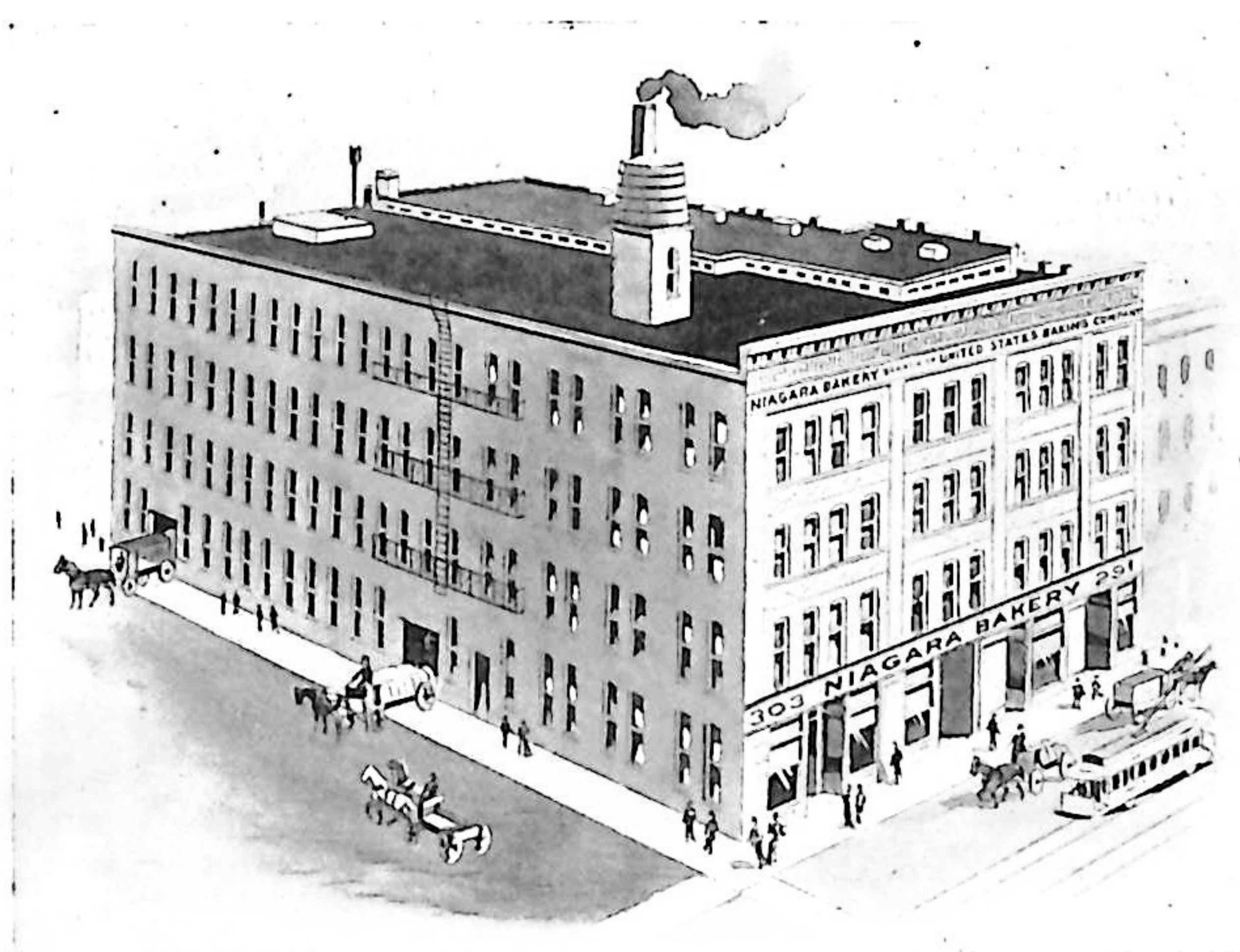


H. A. MENKER,
Manufacturing Confectioner. Corner of
Seneca and Ellicott Streets.

for the brew-
eries, but this
total is small.
All the big con-
cerns have elab-
orate bottling
departments. It
is said that in
one respect the
Raines Law has
its compensa-
tions for the
brewers. It
tends to increase
the trade in bottled beer.



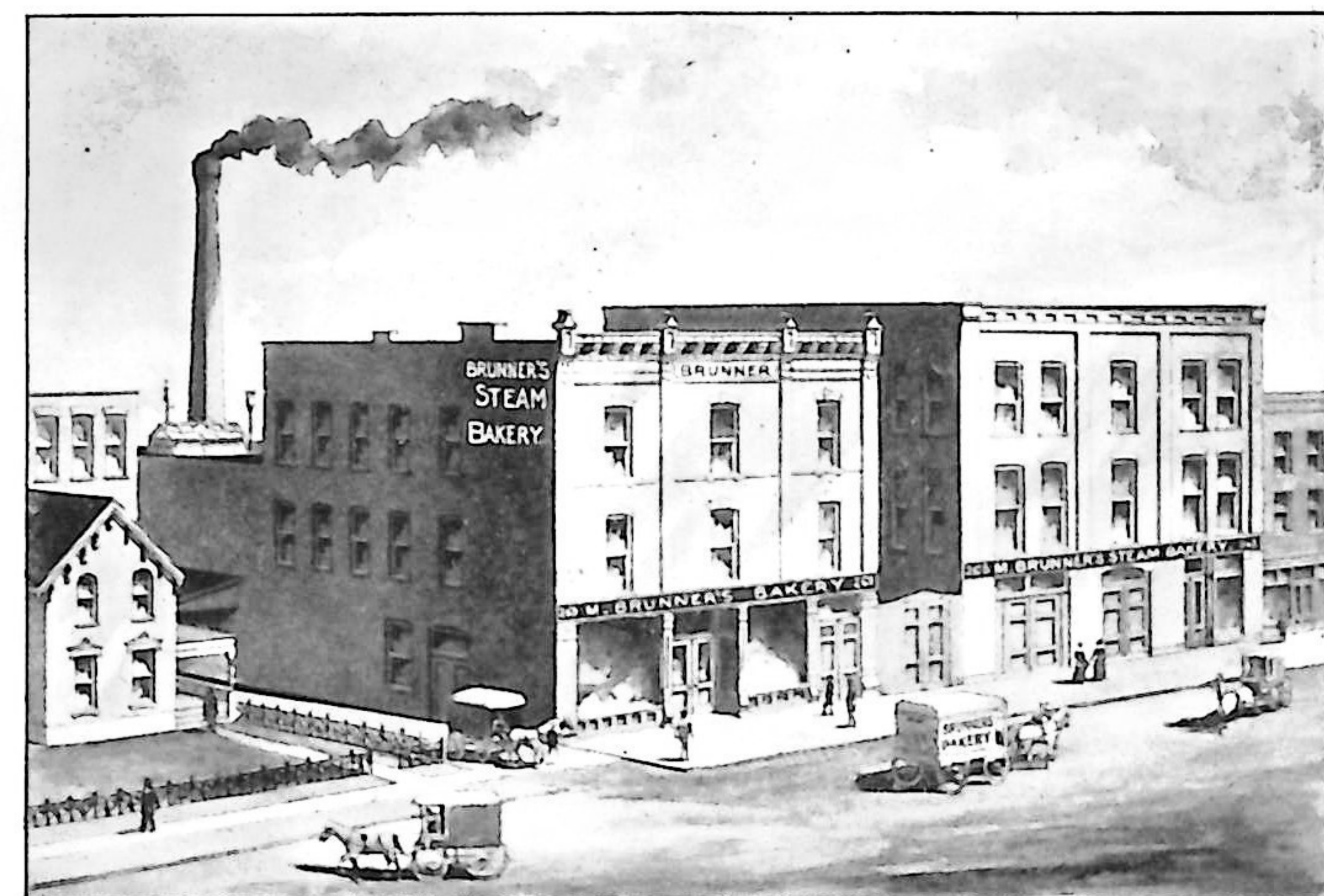
M. BRUNNER,
Baker. 263 to 271 Oak Street.



NIAGARA BAKERY, 291 to 303 Michigan Street.
Branch of the United States Baking Company. Special facilities for the manu-
facture of Fine Cakes, Crackers, Biscuits, etc.

have capacity
equal to a pro-
duction of 200,-
000 barrels an-
nually, but are
not run up to
that quantity.

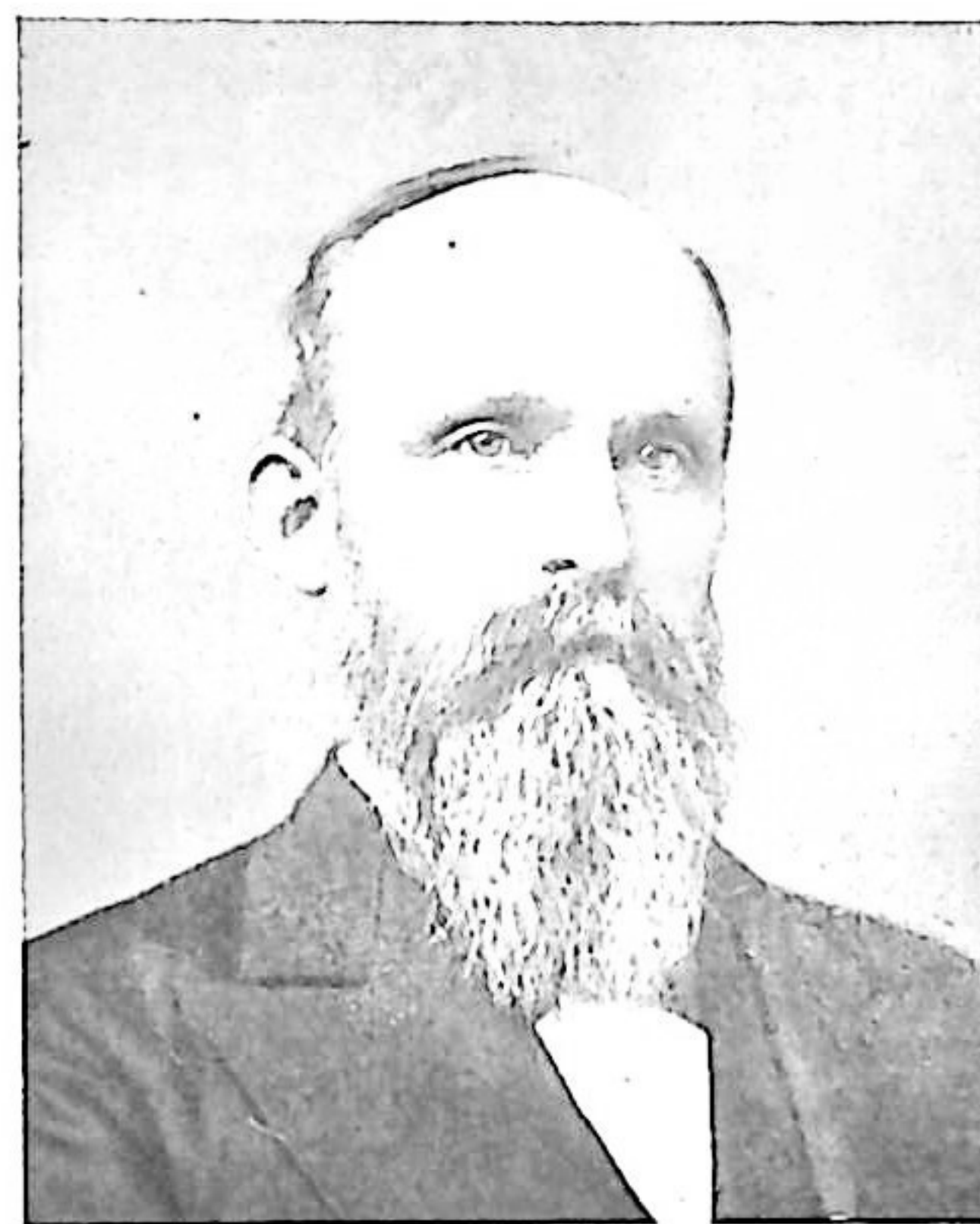
The bottling
of beer is most-
ly done by
the breweries
themselves. In
one or two in-
stances out-
siders bottle



M. BRUNNER'S BAKERY, 263 to 271 Oak Street.
Mr. Brunner has been established since 1852, and has a reputation second to none.



GEO. MUGRIDGE,
Founder of the business of Geo. Mugridge
& Son, Wholesale Bakers, 10, 12 and 14
Elk Street.

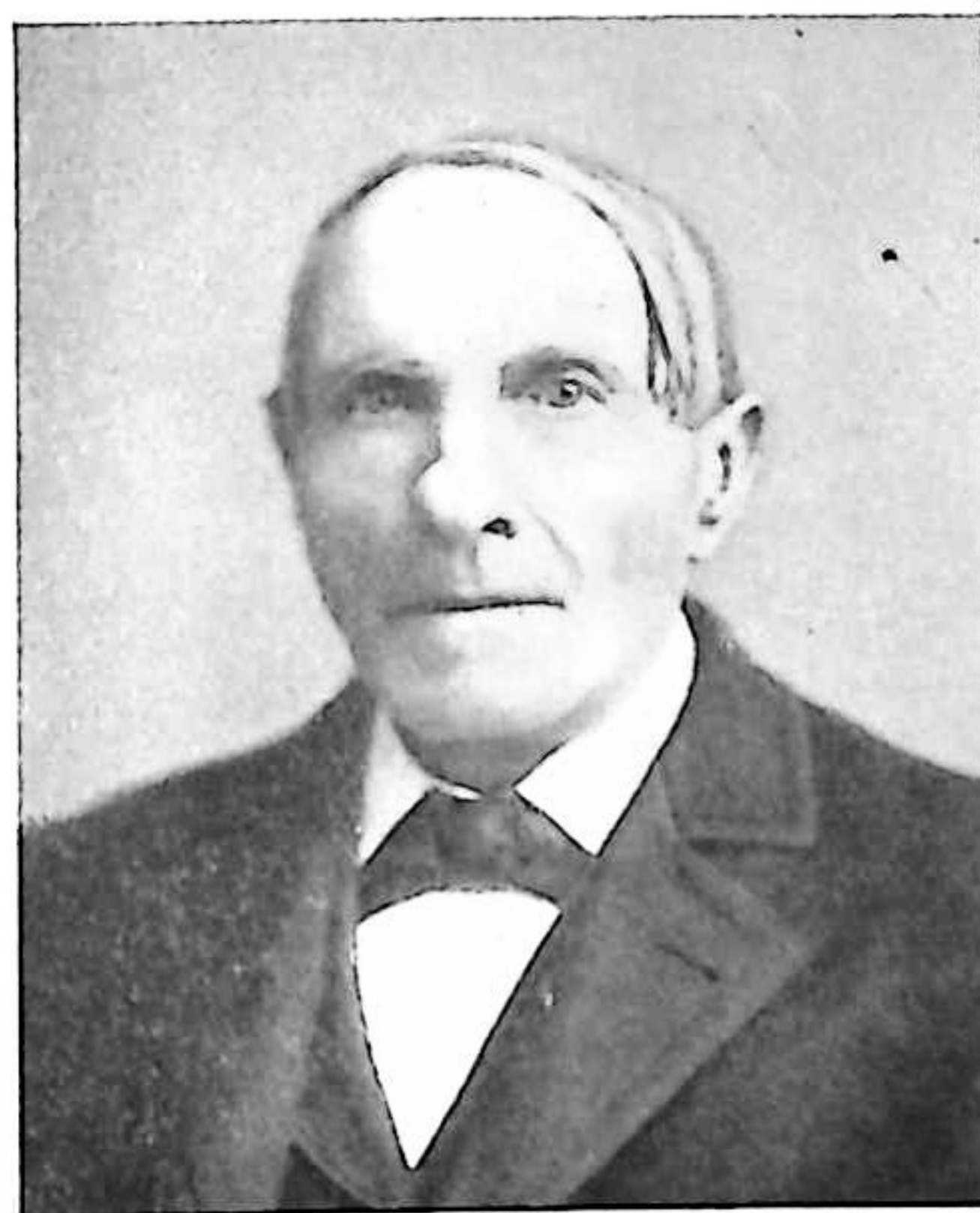


JAMES A. MUGRIDGE,
Of the wholesale baking business of Geo.
Mugridge & Son, 10, 12 and 14
Elk Street.

Incidentally, we may say, that the number of bottling establishments here is 35. About half of these are, however, bottlers of mineral waters and summer beverages only.

Of the malt used here by the brewers the greater part is made from domestic barley. Some Canada barley and a little Canada malt comes here, but the quantity is fluctuating, and does not cut a large figure in the trade. Most all the hops are from that famous Central New York district, which has

repute on this side like the Kentish country across the water. For certain beers a limited quantity of California and imported hops are used, but these ingredients are not extensively utilized.



FRANK KOEHLER, Sr.,
Founder, 1848, of the baking and confectionery business now conducted by John M. Koehler at 254 Broadway.



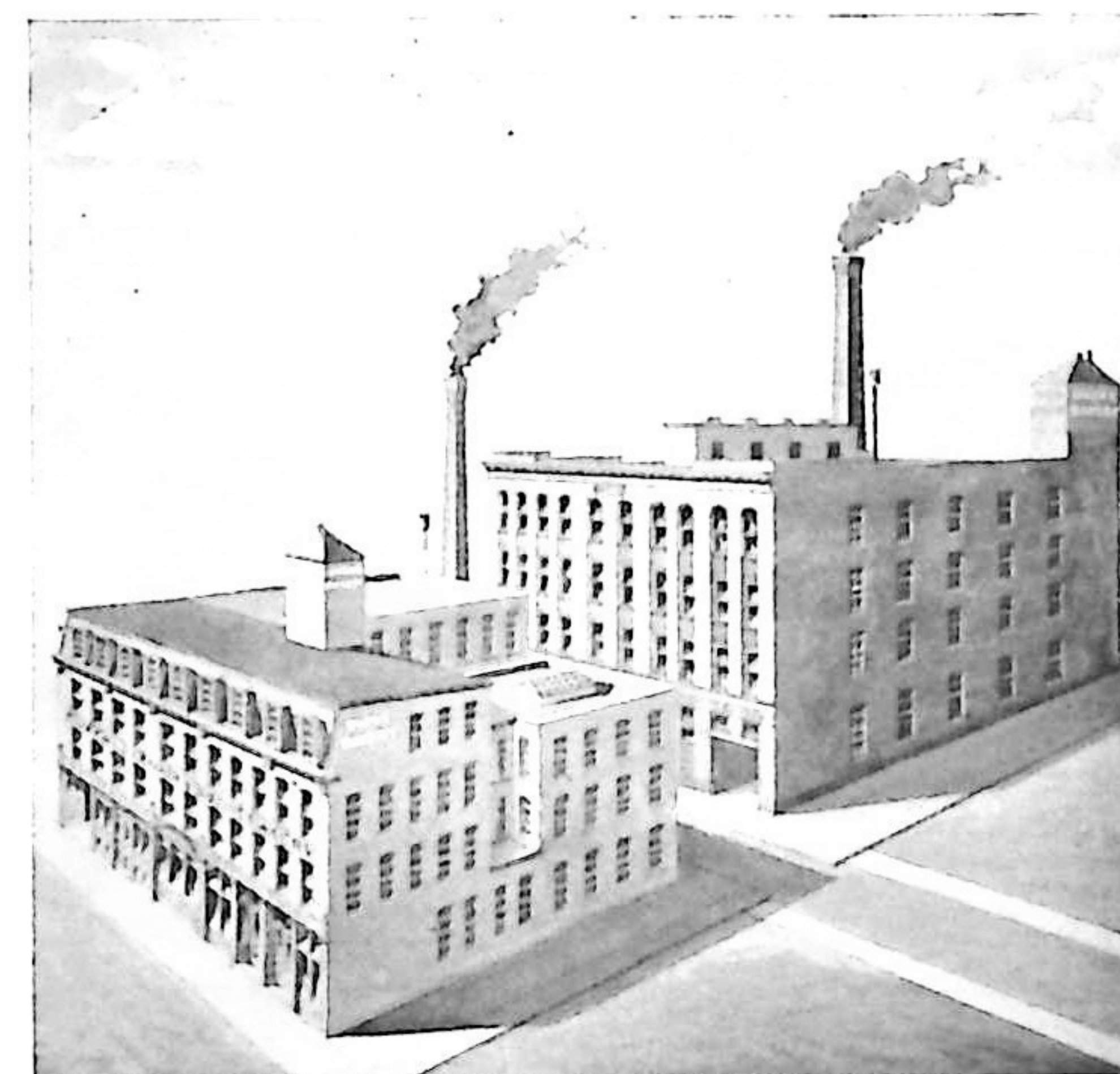
JOHN M. KOEHLER,
Baker and Confectioner, 254 Broadway.
Specialty: Wedding Cakes. Carries a
fine line of Fancy Baked Goods.

The malt houses of the city number 24. Of these, 21, with a capacity of about 3,000,000 bushels a year between them, are in operation.

Their output is about 2,500,000 bushels, valued, at the prices



S. M. GAYLORD,
Of Gaylord & Co., Bakers, 309 and 311
Rhode Island Street.



THE R. OVENS BAKERY of the U. S. Baking Co.,
159 to 167 Ellicott Street and 108 to 114 Oak.



I. LA CLAIR,
Manufacturer of Pies, Cakes and Home-made Mince Meat, corner of Sycamore and Grey Streets.

generally prevailing, from \$1,250,000 to \$1,675,000.

Most of the Buffalo brewers make their own malt. The bulk of the product of the malt houses run here independently, goes



J. C. FORBUSH,
Of Forbush & Brown, Wholesale Boot and Shoe Manufacturers, 103, 105 and 107 Main Street.

to Philadelphia and Brooklyn, and some of it to other brewing centers in Pennsylvania and New York. But a small quantity is consumed locally.

Most of the grain used is

from the West, but some is New York grain, and a little comes from Canada. Under the Wilson Bill a very large importation was made from Canada, but the new tariff is likely to kill this business. Malt from Canada barley is worth five cents a bushel more than that from New York grown grain and 10 cents more than from Western grain.

This year malt has been as low as 50 cents per bushel, but in good times, prices run about 75 cents per bushel.

The maltsters here claim that Buffalo is ordained by

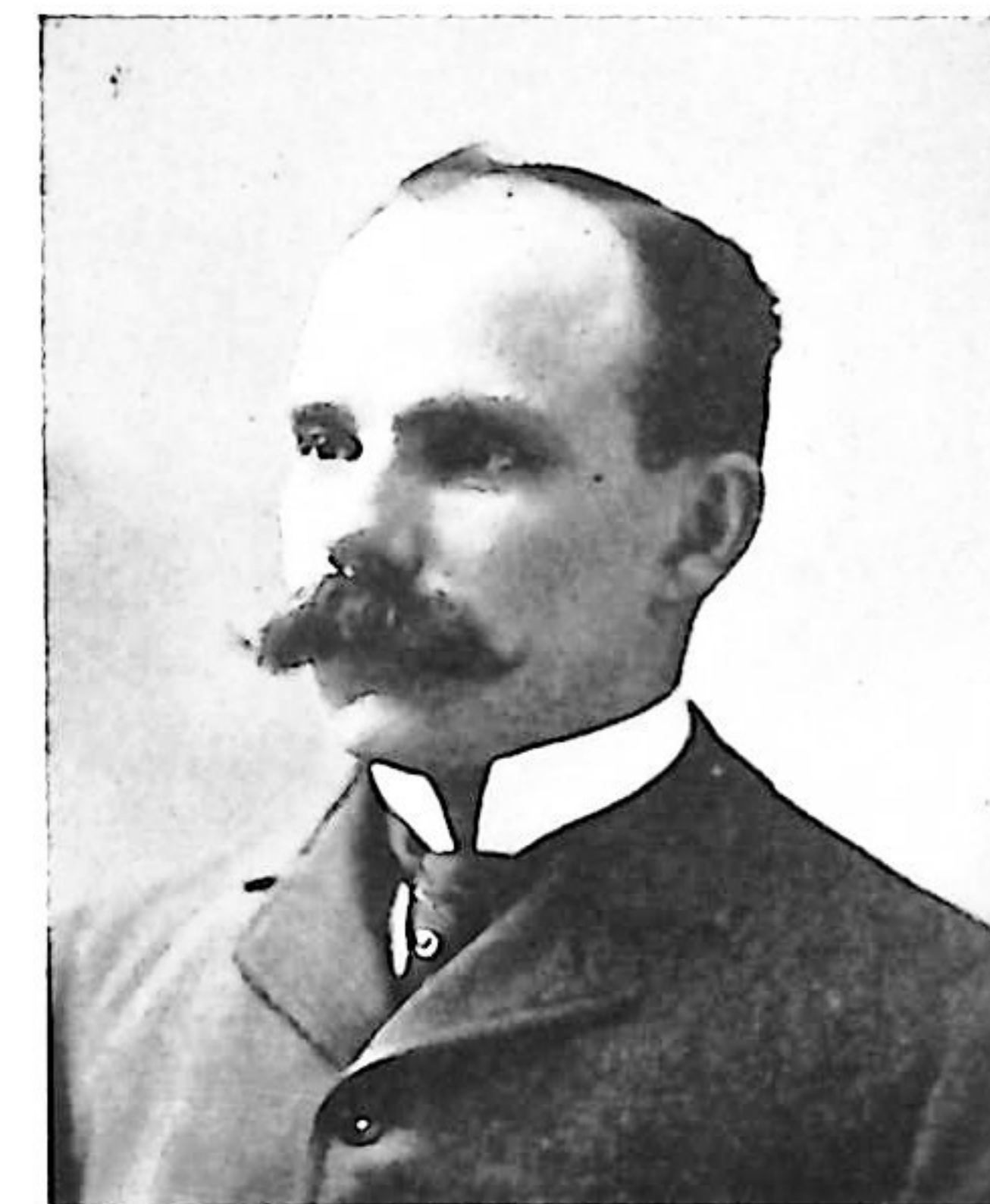


FREDERICK WEDELL,
Baker, 275 E. Genesee Street. Specialty: Wedding Cakes and Ornaments, Honey Goods, most delicious Quaker Bread (made from pure liquid malt) and Rye Bread from the best rye flour obtainable.



VIEW IN THE STORE OF HOOD & GOULD, 296 Connecticut Street.

L. A. Gould, Proprietor. Wholesale and Retail Ice Cream and Ices, Fancy Baked Goods and Confectionery.



L. A. GOULD,
Of Hood & Gould, Manufacturers of Ice Cream and Ices, Baked Goods and Confectionery, 291 and 296 Connecticut Street, 487 and 489 West Avenue and 294 Plymouth Avenue.



E. E. ABWENDER,

Manufacturer of the celebrated high-grade "Niagara" Baking Powder and "Niagara" Flavoring Extracts, 300 Cedar Street. Established 1884. Also grocers' and bakers' supplies a specialty.

Nature to be the best locality for their business in the United States, owing, they say, to the prevalence of winds off the Lakes, whereby there is produced just the right degree of moisture for curing the grain. They can

also work a longer season on this account. And then again the supply of grain is easily got here.

BAKING BUSINESS.

Six plants here comprise the baking business, or what the big bakers say, is the business. Two of these, the Ovens and the Niagara companies, are branches of the United States Baking Co., and do about two thirds of the whole business of the six.

Reference is made herein only to these six; but outside of them there are probably 100 or more



WILLIAM F. TRESSELT,

Fancy Cake and Bread Baker, 147 Genesee Street.

bakers who employ one, two or three hands in addition to their own family, and that in the aggregate make quite an item.

The six largest establishments turn out crackers, cakes and bread. Crackers are the main product of the two branches of the United States Baking Co.

The daily consumption of flour ranges from 450 to 500 barrels in the six plants taken together. The greater part of this comes from western mills, or southwestern mills, and not from the Buffalo establishments. The



W. F. BILLINGS,

Manufacturer of Straw Hats, Lace and Buckram Frames, and Renovator of Ladies' and Gents' Straw and Felt Hats, 11 and 13 E. Mohawk Street.



W. F. TRESSELT'S BAKERY, 147 Genesee Street.

Specialty: Fancy and Ornamental Work suitable for weddings and elaborate banquets.

reason given is, that to make good crackers, a mingling of flours from wheat grown in different soils seems necessary.

The capital employed is estimated at \$1,500,000, the value of the annual output is about the same, and between 600 and 700 hands are employed in all.

A fair estimate, to take in all the smaller concerns referred to, would add about a sixth to the value of output above given, making the trade altogether, say, \$1,750,000.



T. GINGRAS,
Manager of the Niagara Belting and Supply Co., Seneca Street, corner of Wells.

CONFECTIONERY.

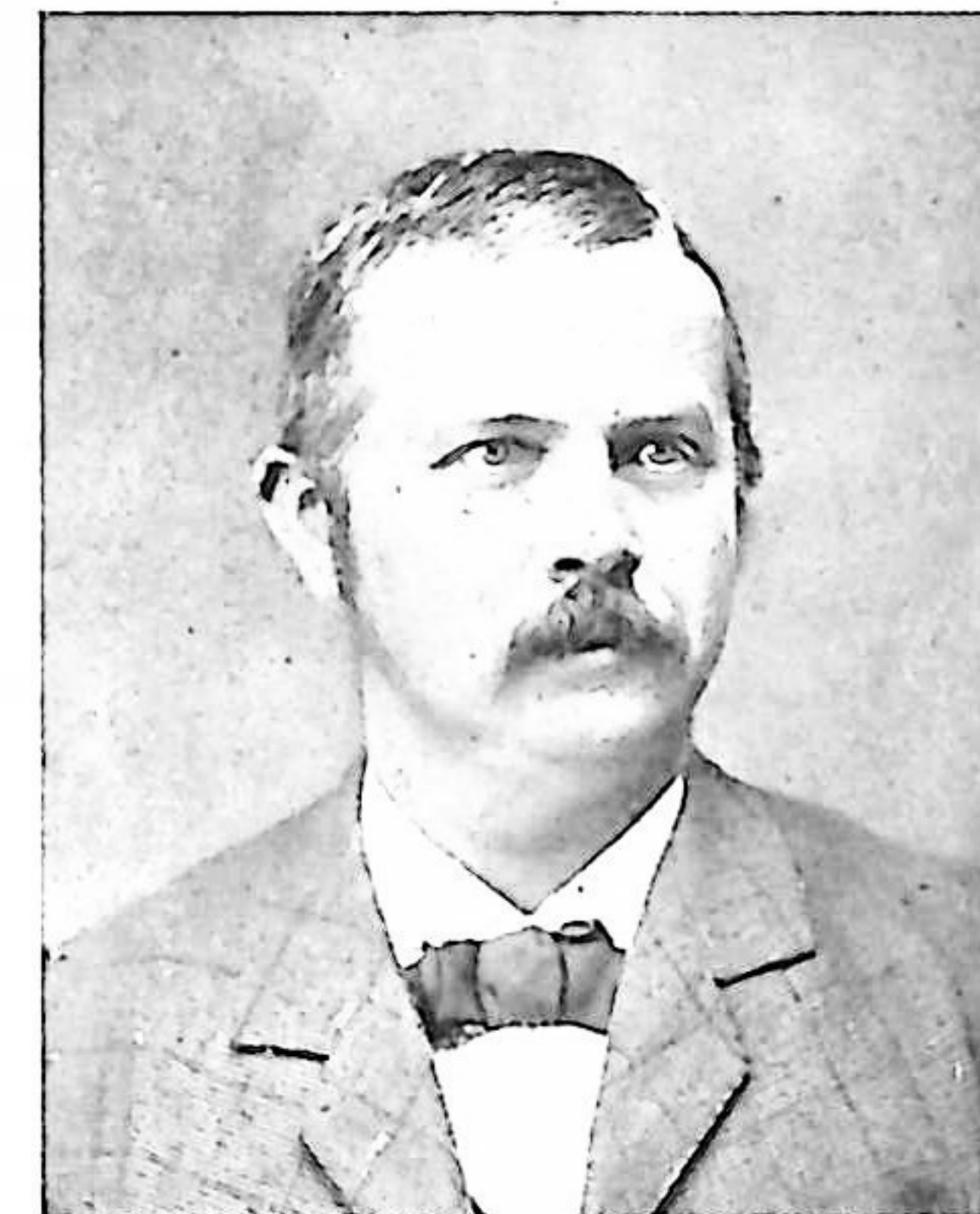
THERE are only four concerns of any size here in this business; but there are 10 or 12 additional that do a retail city business, and, in the aggregate, make some addition to the total trade.

It is estimated that there are 135 car loads of sugar used in the business here annually. A car load is 100 barrels, and a barrel holds 340 lbs., so the total quantity is 4,590,000 lbs., or 2,295 tons. To this must be added 1,200,000 lbs. of

glucose, or 600 tons. Adding these, and allowing for the addition of other ingredients, we get 7,790,000 lbs. of candy, or 3,895 tons, in round numbers, say, 4,000 tons.

This is shipped to dealers in Western New York, Pennsylvania and Ohio.

Chocolates and creams are the lines that are most largely made. One firm makes



THE LATE SAMUEL BAKER,
Founder of the Buffalo Glove and Whip Manufactory, 775 and 777 Seneca Street. Died March 2, 1891.



NIAGARA BELTING AND SUPPLY CO., Seneca Street, corner of Wells.
Manufacturers of Pure Oak-tanned Leather Belting and Axle Washers, and Jobbers of Mechanical Rubber Goods and Factory Supplies.



FACTORY OF THE BUFFALO TRUNK MANUFACTURING CO., 204 and 206 Terrace.

T. Speyser, Proprietor. Specialties: Trunks, Traveling Bags, Telescopes and Traveling Goods generally.



C. D. ZIMMERMAN,
Practical Nurseryman, Horticulturist and
Landscape Gardener. Of the Pine Hill
Nurseries, 131 Norwood Avenue,
which were established in 1849 by
Godfrey Zimmerman, his father.

a specialty of penny
goods, and has a trade
in this line extending all
over the Union.

BRICK MANUFACTURE.

BUFFALO has a good
deal of business in this
line. There are in, or
just adjacent to the city,
eight plants, and to
these may be added one
in Jewettville (17 miles
out on the B., R. & P.

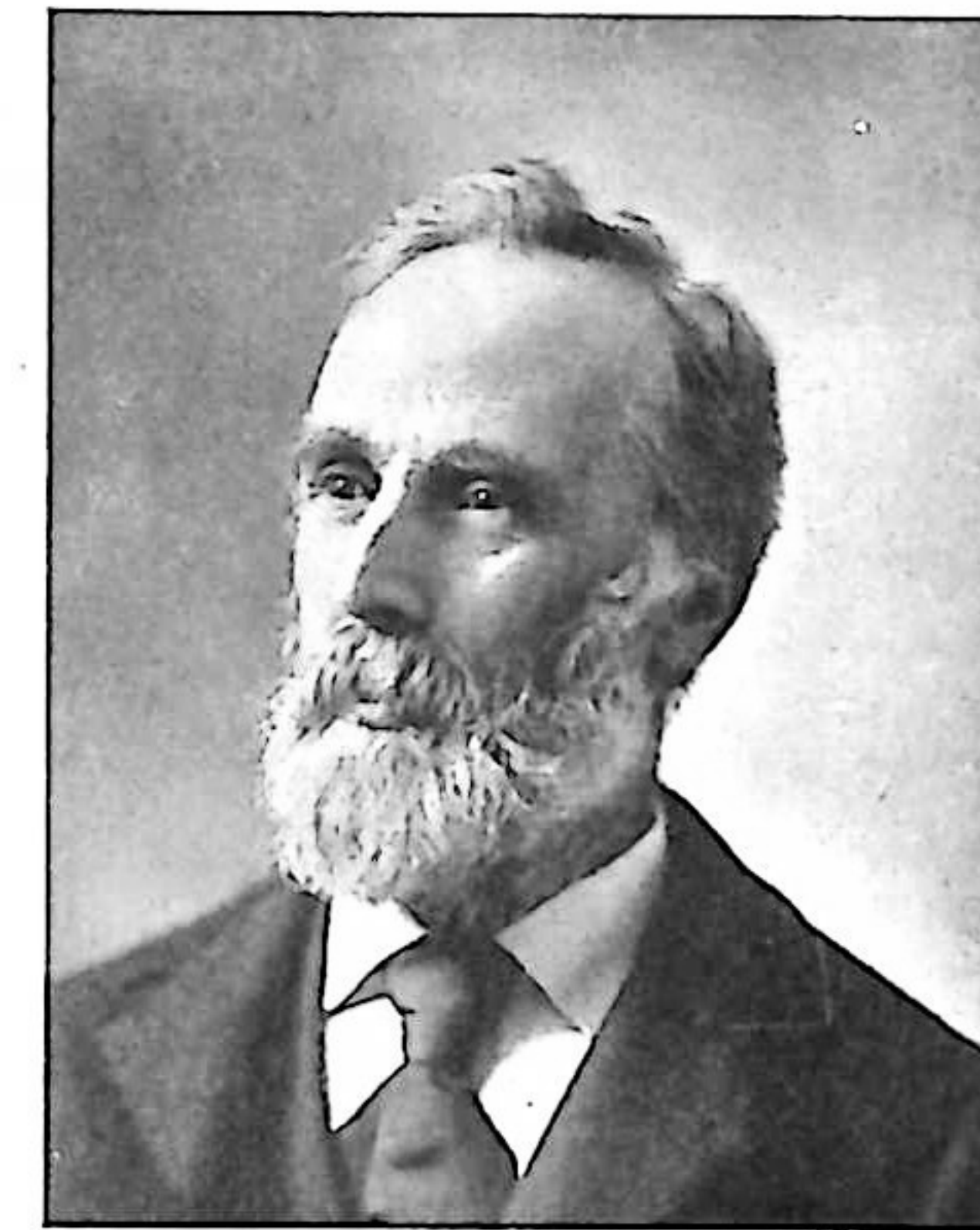
R. R.), and two in Lan-
caster (10 miles east);
for these, also, are oper-
ated by Buffalo men.

The Buffalo yards lie
on the eastern and north-
eastern outskirts of the
city, where there are
large deposits of the best
kinds of brick clay. They
are equipped with the
latest and best of ma-
chinery run by steam power, and have capacity
according. The largest plants have a capacity of
200,000 brick a day, while, on the other hand, there
are some that can only turn out 20,000
per day.

The more important plants employ 200
men each; and it is safe to say that 1,000 or
1,200 men find employment in the business.

The total output a year is about 85,000,-
000; but if pushed, these local plants could
turn out 100,000,000. An idea of the value
of this output will be gained from the fact
that the common brick ordinarily sell for
\$6 or \$7 a thousand.

The bulk of the Buffalo product consists
of this common brick. Some pressed and
high grade brick are made, too, but the
proportion is small; the demand is, of course,
very much greater for the common varieties.



THOMAS CLAYTON,
Florist, 90 Richmond Avenue.



NURSERIES AND CONSERVATORIES OF WM. C. BUECHI, 2094 Genesee Street. [169]

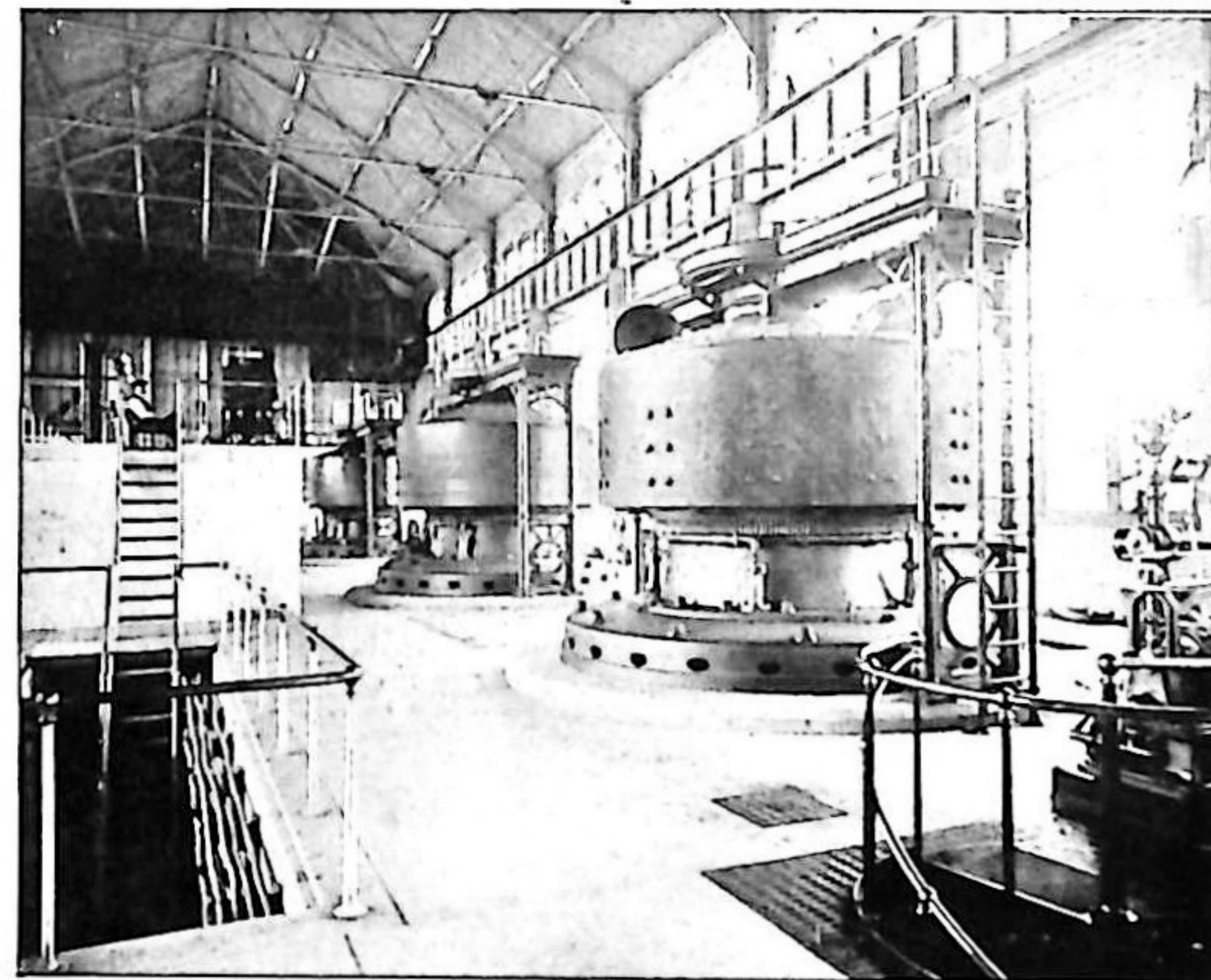
The plants in the city, or adjacent thereto, make chiefly common brick, for sewers, building work, etc. The Jewettville plant makes front brick and paving brick.

The product of these various plants is consumed in Buffalo and the cities or towns lying within easy shipping distance. The various lake towns take a good many.

The total capital involved in the business is about \$800,000 or \$1,000,000; the total local product in value, perhaps, \$1,000,000 a year; the sales, however, exceed that sum by reason of the considerable quantity brought here from other parts.

SOAP MANUFACTURERS.

BUFFALO has four soap manufacturing plants, producing annually 60,000,000 pounds. This is principally laundry soap, though a little is done in finer grades. The product is sold all over the



DYNAMOS OF NIAGARA FALLS POWER CO.

United States, and some little is exported to South America. With the exception of Coconut oil, the fats are all obtained in Buffalo. Indeed, 95 per cent. of the raw material is obtained in this country.

Between 800 and 900 employees get a livelihood in the business. About \$1,000,000 of capital is involved, and the value of the annual product is about \$3,000,000.

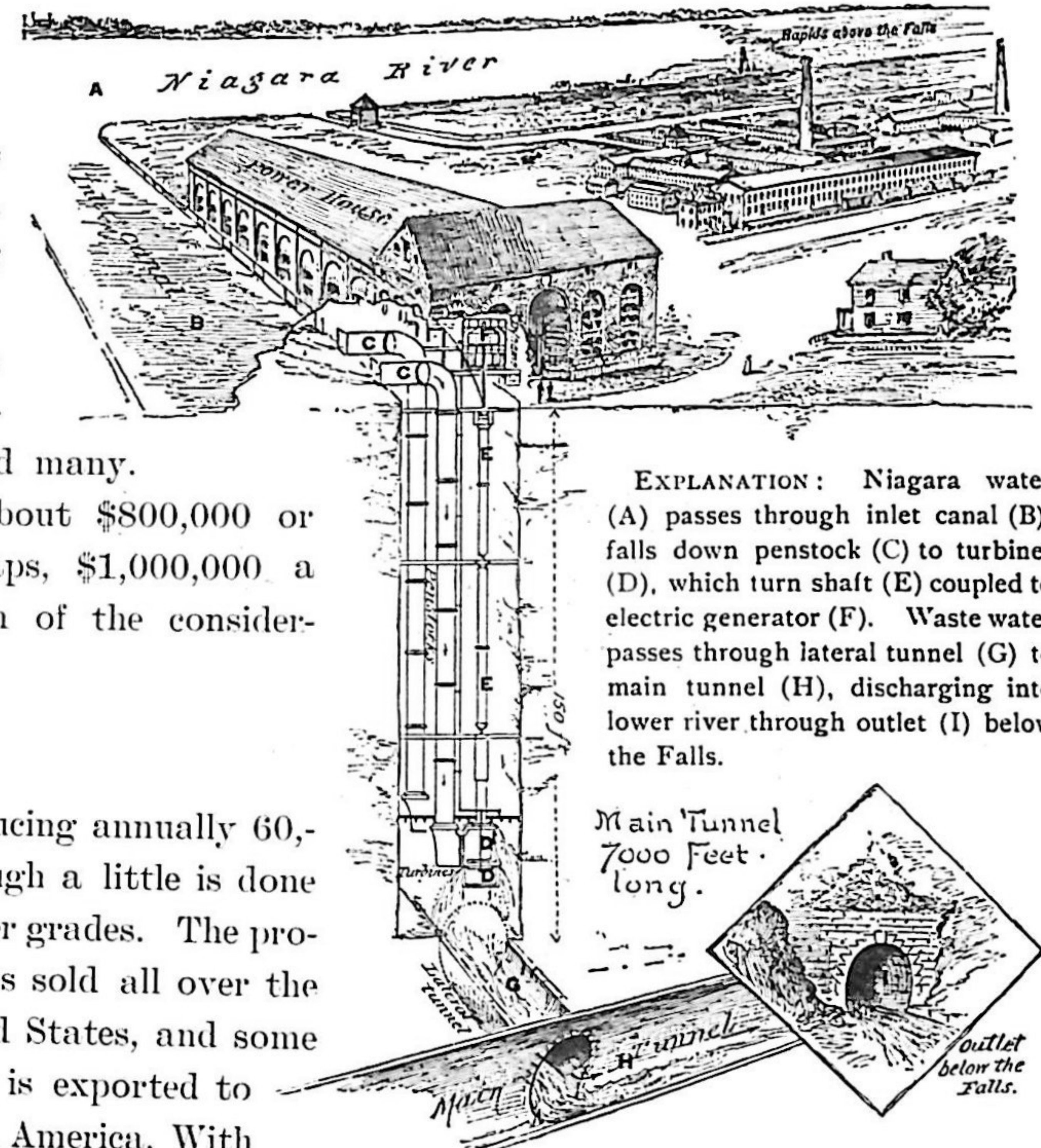


DIAGRAM OF PLANT, NIAGARA FALLS POWER CO.

BUFFALO AND NIAGARA: THE POWER OF THE FALLS, ELECTRICAL DEVELOPMENT AND THE PROGRESS MADE THUS FAR.

A MEMORABLE day—to this city a day marking an era—so said the Mayor in his message lately issued, referring to the transmission of power from

advantage and advancement. It is, indeed, one of the greatest industrial achievements of an age of industrial feats; whereby, in its relations to our theme, there hangs



KNITTING ROOM, FASHION KNITTING MILL CO.'S WORKS, 442, 444 and 446 Niagara Street.

J. C. Sanford, Proprietor. Product: All kinds of Rib Knit Underwear for men, ladies and children. Made from fine worsted and cotton yarns. Exclusive manufacturers of the "Modeste" Union Suit, patented 1896.

Niagara, November 15th last; an event, he adds, in effect, signal and prophetic, pregnant of Buffalo's future



FINISHING ROOM, FASHION KNITTING MILL CO.'S WORKS, 442, 444 and 446 Niagara Street.

certainly, a most interesting tale, this, of two cities—The Falls and Buffalo—an up-to-date romance.



THE LATE D. PROVOOST.
 Founder of the firm of D. Provoost's Sons
 & Co. Sailmakers and manufacturers of
 Awnings, 18 to 26 Terrace.

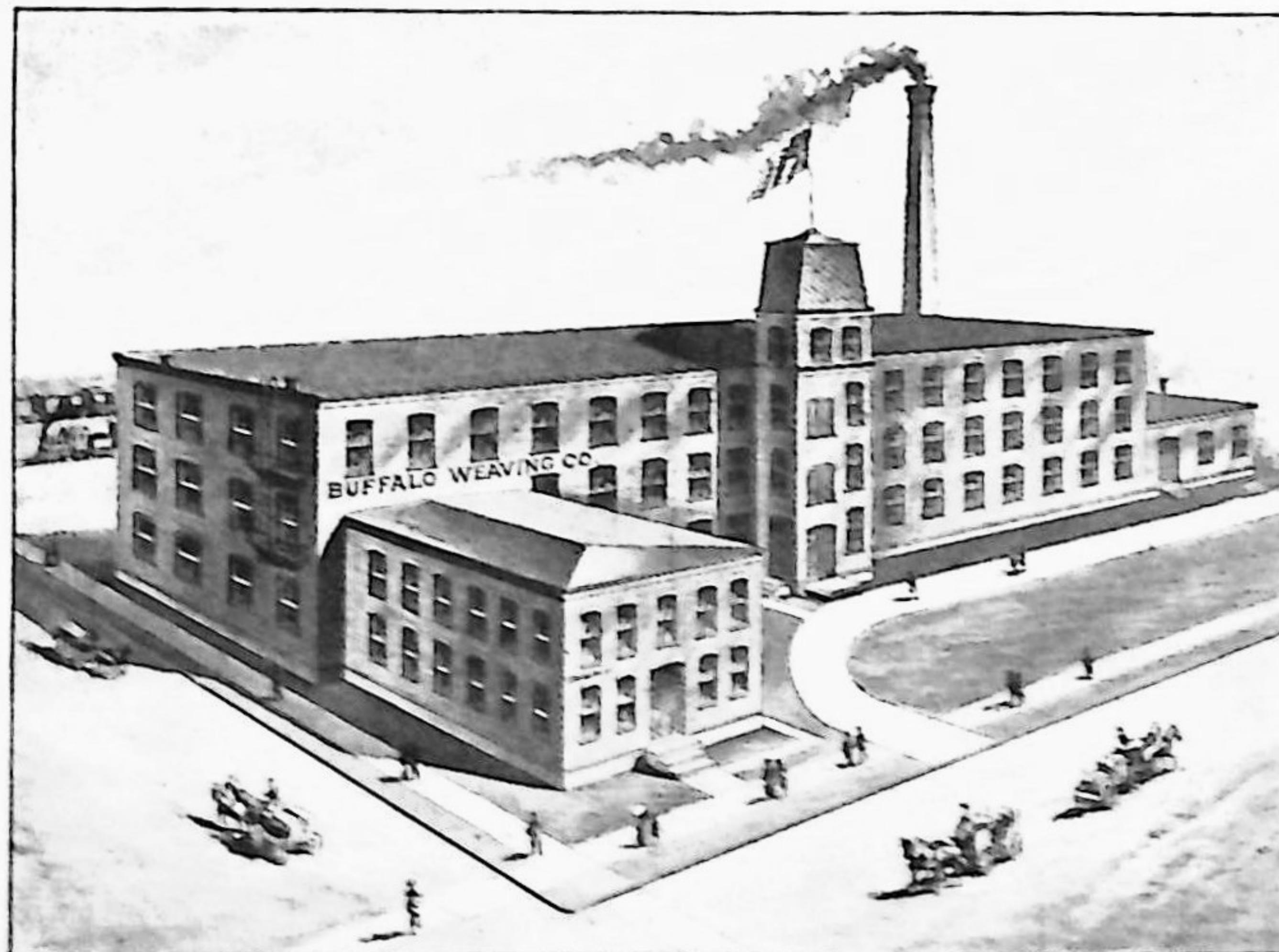
It is no new thing
 this harnessing of
 the cataract; it is
 the bold, ingenious
 and prodigious scale
 of the enterprise of
 the present which
 extorts surprise and
 admiration. As
 long ago as 1725,
 there was a saw mill
 at the Falls,—ever
 since there were set-
 tlers here in fact, the
 power of the waters
 has been more or



JAMES ELLIOTT,
 Of James Elliott & Son, Manufacturers of
 Awnings, Tents, etc. 387 Washington
 Street.



GEO. A. ELLIOTT,
 Of James Elliott & Son, Manufacturers of
 Awnings, Tents, etc. 387 Washington
 Street.



THE BUFFALO WEAVING CO., 234 Chandler Street.
 Manufacturers of Webbing, Surcingles, Halters and Girths, and Web Specialties.



MILLS OF THE AMERICAN BUFFALO ROBE CO., 1 to 7 Howell Street, Buffalo, N. Y.
 A. M. Newlands, Louis Vielt, A. Newlands, Jr. Manufacturers of Saskatchewan Robes, Fur
 Cloth Coats, Astrachans, etc. Canadian Works, Newlands & Co., Galt, Ontario.



OFFICE OF RAPALJE & WATTLES, 10 Court Street.
Dealers in Steam Pipe and Boiler Covering, Asbestos and Magnesia Products.



ALEX ALLEN,
Proprietor Allen's Steam Carpet Cleaning
and Rug and Mat Works, 66 to 70
Broadway. Also member of the firm
of the Royal Steam Laundry,
379 Ellicott Street.

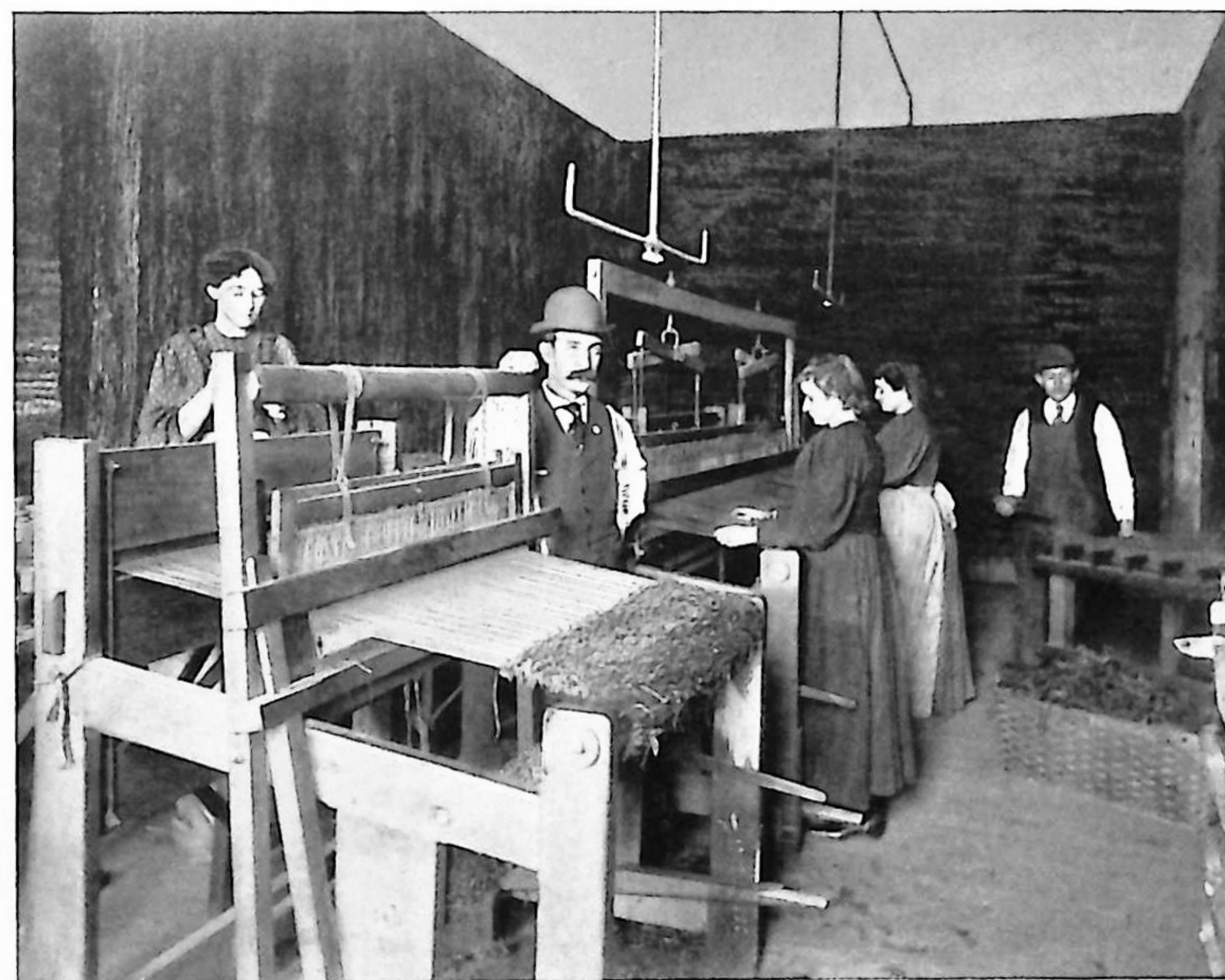


D. C. DODGE,
Of the Royal Steam Laundry, 379 Ellicott
Street. Other members of firm are
A. Allen and J. A. Taylor.

less utilized. The first
power scheme of import-
ance originated in 1842,
with Augustus Porter
(one of a family dis-
tinguished hereabouts),
James Emslie, an engi-
neer and others. Up to
that time every mill
owner provided for him-
self; he had his mill-race
and tail-race, and in his



JAS. F. WILSON,
Proprietor Wilson's Carpet Cleaning Works,
124 to 128 Howard Street.



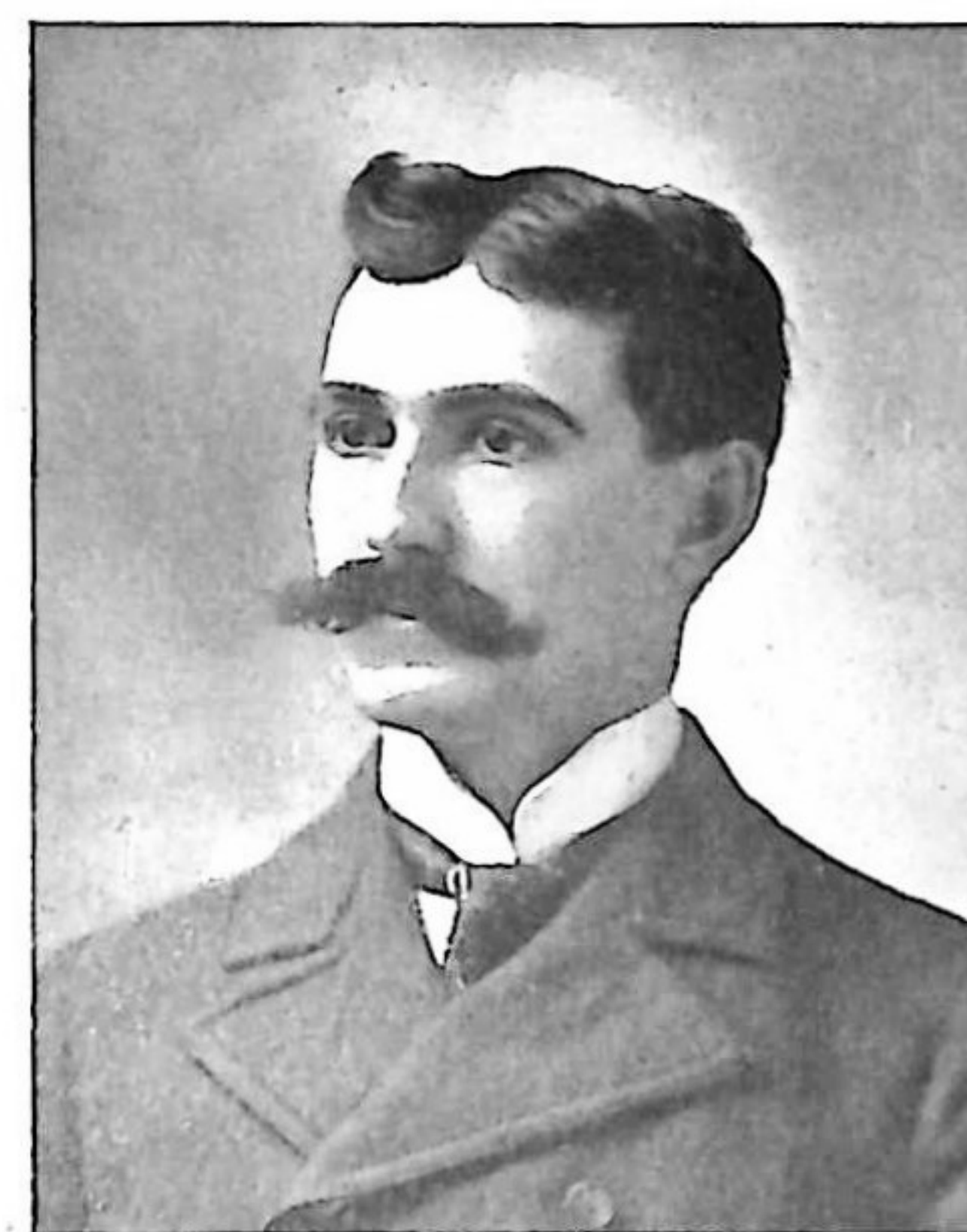
RUG WEAVING, ALLEN'S STEAM CARPET CLEANING AND RUG MANU-
FACTURING WORKS, 66 to 70 Broadway.



JOSEPH HARVEY,
Proprietor of Harvey's Laundry, 84 to 90
Chenango Street.

small way was independent,
with "sufficient for his day."

Porter's proposition was to
amplify the system with a grand
hundred-foot canal. This pro-
ject dragged along until 1861,
when a canal was completed by
the successors of Porter and his
associates, which is still in use.
It is 35 feet wide, 8 feet deep
and 4,400 feet long, and is
known as the Schoellkopf Canal.



BYRON H. HART,
Of Parkhill & Hart, Proprietors of the
Modern Laundry, 119 and 121
Virginia Street.



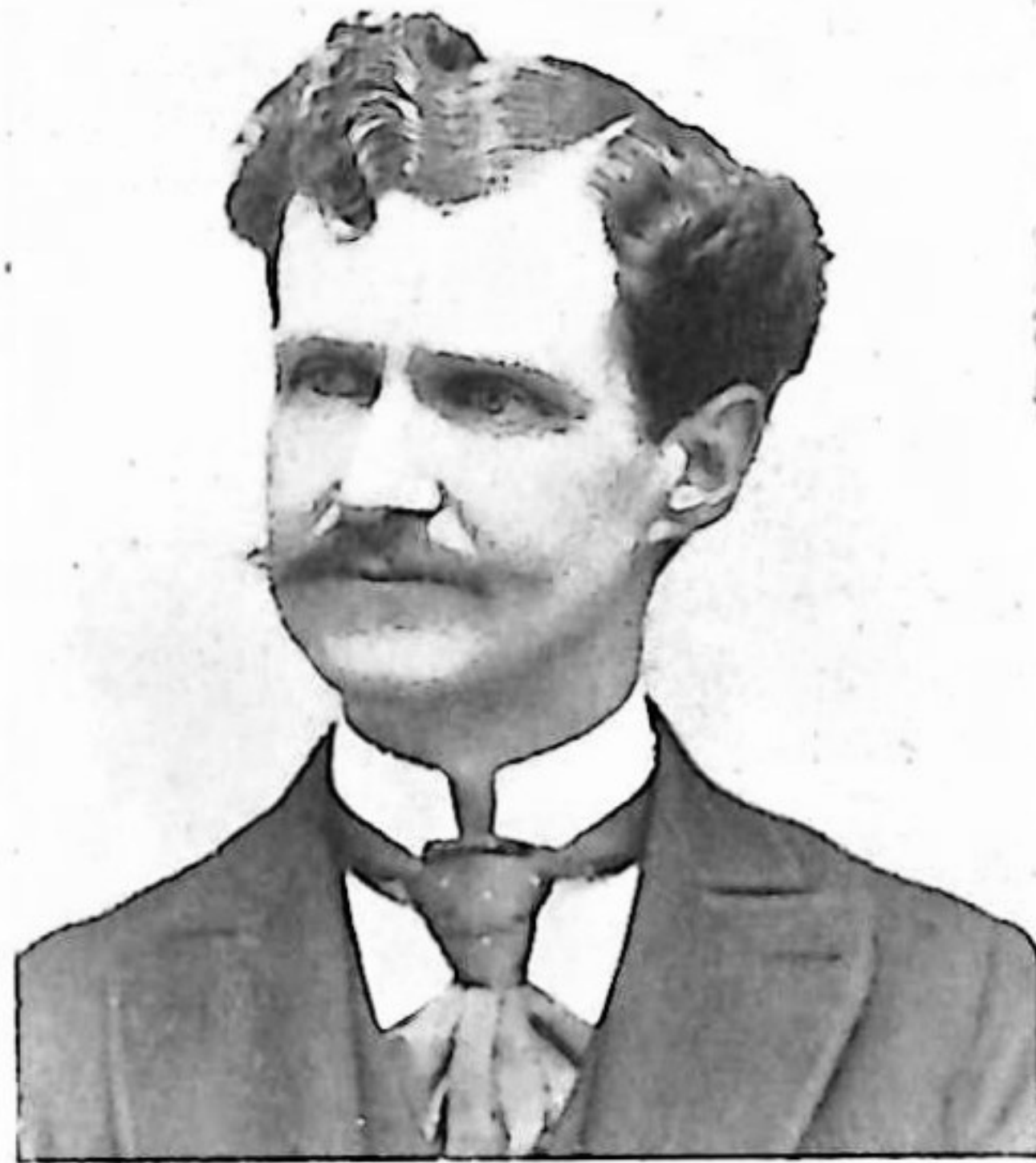
JAMES S. PARKHILL,
Of Parkhill & Hart, Proprietors of the
Modern Laundry, 119 and 121
Virginia Street.



HARVEY'S LAUNDRY, 84 to 90 Chenango Street.
Joseph Harvey, Proprietor.



THE MODERN LAUNDRY, 119 and 121 Virginia Street.
Parkhill & Hart, Proprietors.

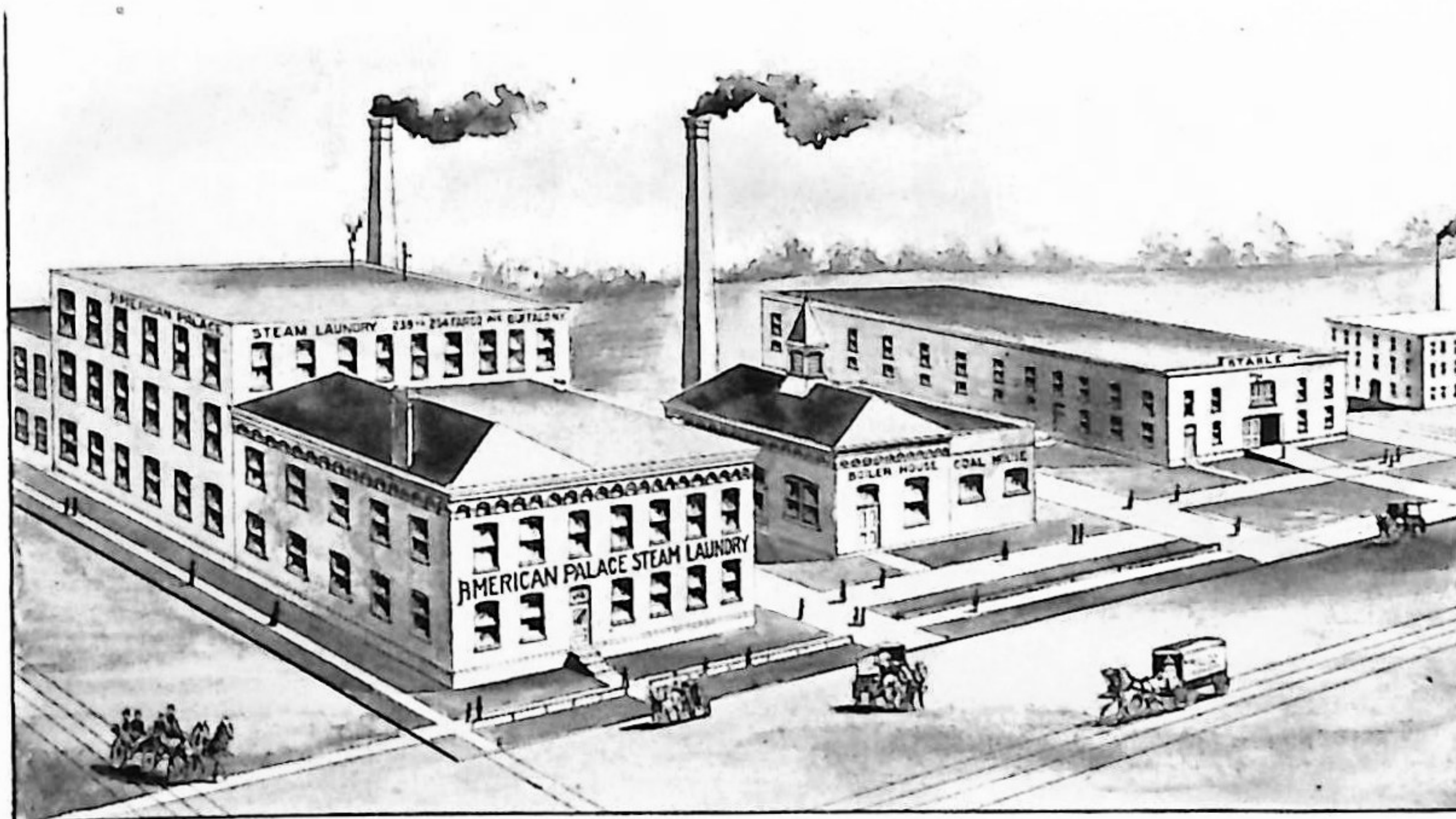


E. K. FIELD,
Of the New Palace Toilet Supply Co.,
14 W. Mohawk Street.



H. J. SKINNER,
Of the New Palace Toilet Supply Co.,
14 W. Mohawk Street.

It carries the waters of the Niagara River above the Falls to a basin on the bluffs below them, where the



AMERICAN PALACE STEAM LAUNDRY, 238 to 254 Fargo Avenue. [175]

Has unsurpassed facilities for Shirt, Collar and Cuff Work. Specialty: Family Washing.

altitude is 214 feet. Mills have risen on the margin of this basin, which now use the works to nearly their whole capacity, viz: 10,000 horse-power; and round about these mills, as a nucleus, clusters the thriving city of Niagara Falls, a city claiming at the present time, from 20,000 to 25,000 souls.

In 1885, Thomas Evershed, an engineer long identified with the Erie Canal and other important public works, was here laying out for the State the public reservation and park surrounding the Falls. Whilst engaged upon this business he had in mind a plan for the development of the water-power of the river (which by the way carries in its short course a volume of water equal to the Mississippi), up to the full limit of its possibilities.



W. E. PARKER,
Of Parker & Hetherington, the Puritan
Steam Laundry, 1594 Main Street.

His plan contemplated the taking of water from the river in a district more than a mile above and out of sight of the Falls, with an outlet tunnel, discharging inconspicuously at the river's edge below the Falls; a plan, which, it was calculated, involved the diversion of less than four per cent. of the total flow of the river, and a reduction of

the depth of water at the crest of the cataract by less than two inches.

In 1886, The Niagara Falls Power Co. was chartered to carry out his plans, and thereafter some three years' time was spent by the principals in this company in the effort to enlist capital and convince it that the plan would be commercially profitable. During this time it was shown that the capacity of the supply tunnel, the equivalent of 120,000 horse-power, would exceed the combined theoretical horse-power of the eight foremost water-power centers of the United States; that even with good steam, coal at \$1.50 per ton, power could be



BUFFALO WOVEN LABEL WORKS, 357 Seventh Street.



THE LATE B. F. GENTSCH,
Founder of the house of B. F. Gentsch's
Sons, Manufacturers of Mustard Vin-
egar Pickles, 234 Walnut Street.

furnished to consumers cheaper than steam, and for 24 hours a day; that the existing canal was inadequate to the growth of the town, and that Buffalo,

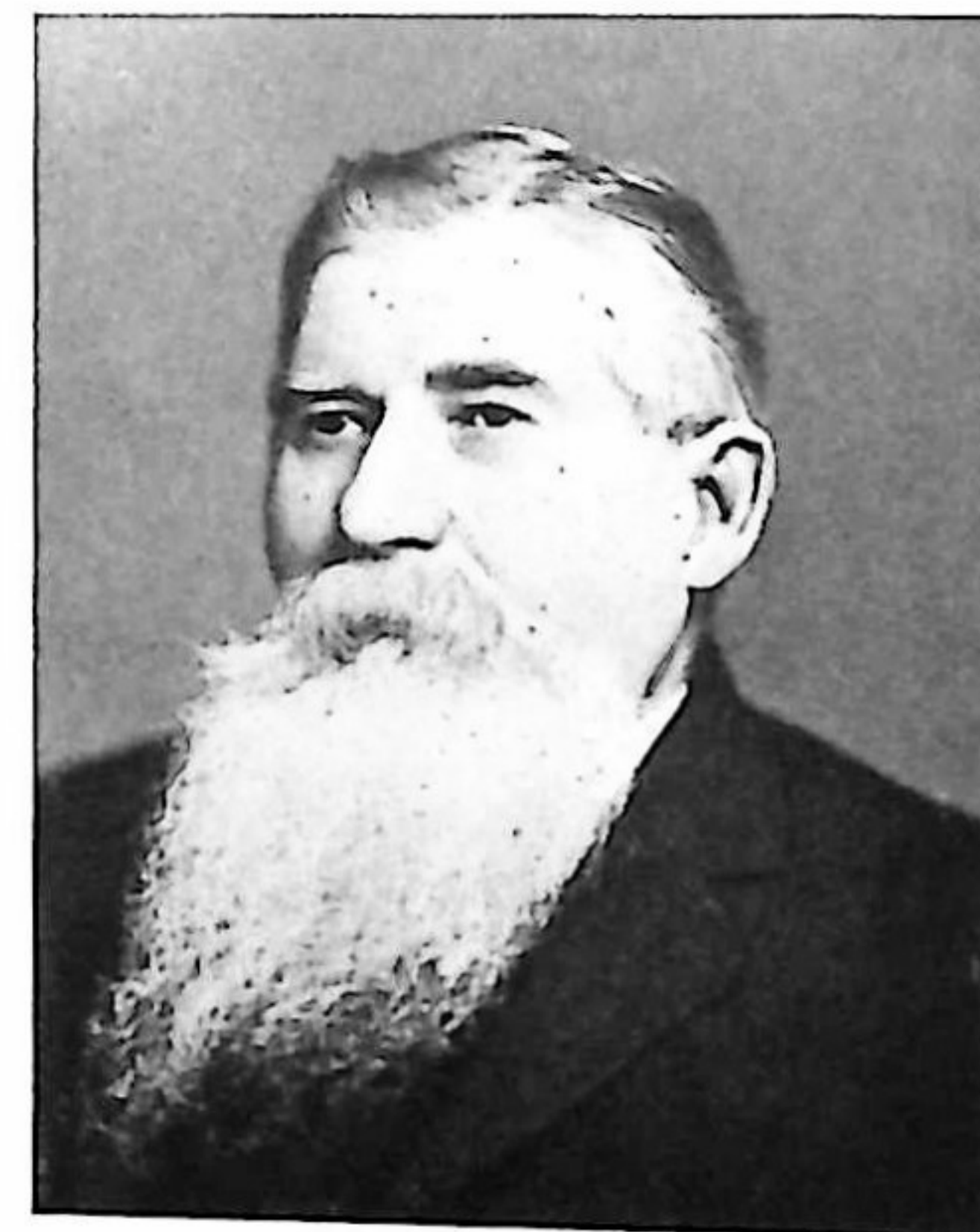
a large and well situated manufacturing and commercial center, was close by, to patronize the enterprise. And other good and sufficient reas-



OTTO KIEKEBUSCH,
Cigars. 929 Main Street.

ons were advanced for investment which proved satisfactory to those whose assistance was asked.

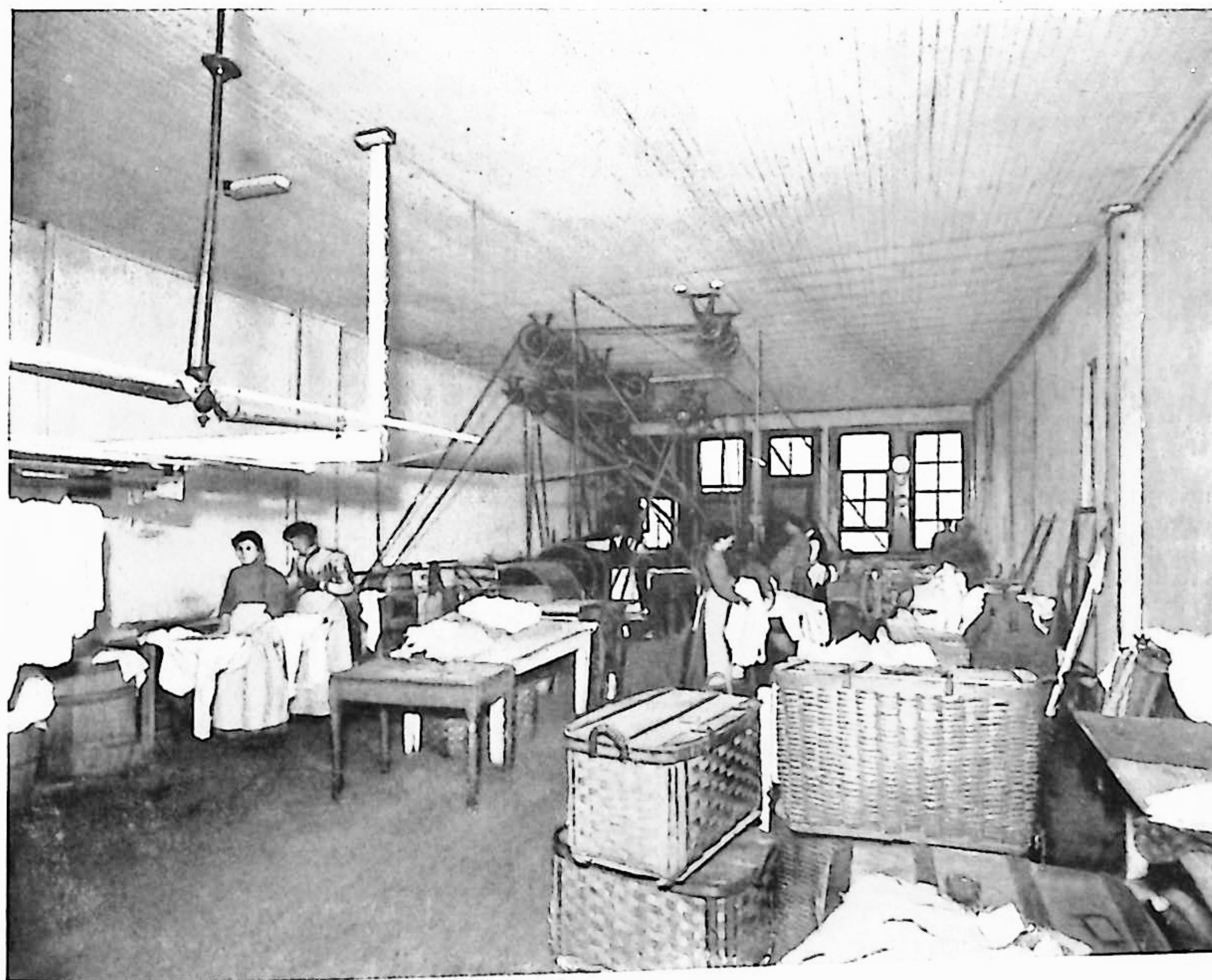
In 1889 a new company, the



F. RIEHL,
Manufacturer of Cigars and Wholesale
Tobacconist, 166 Seneca Street.
Established 1858.

Cataract Construction Co., was formed to begin work. By this time two propositions had developed: First, that the project had merit simply as a hydraulic installation; and second, that it promised a greater value in the near future as a source of power for transmission. It is in this latter aspect of affairs that Buffalo expects to derive the greatest benefit; for with the progress of electrical science in its application to manufactures, a new and wider prospect has been opened for it.

Backing the construction project were such men as Pierpont Morgan, William K. Vanderbilt, John Jacob



THE NATIONAL LAUNDRY, 297 Seneca Street.

Joseph Precore, Proprietor. Specially equipped for handling Gents' Wearing Apparel, Shirts, Collars, Cuffs, and Underwear particularly.



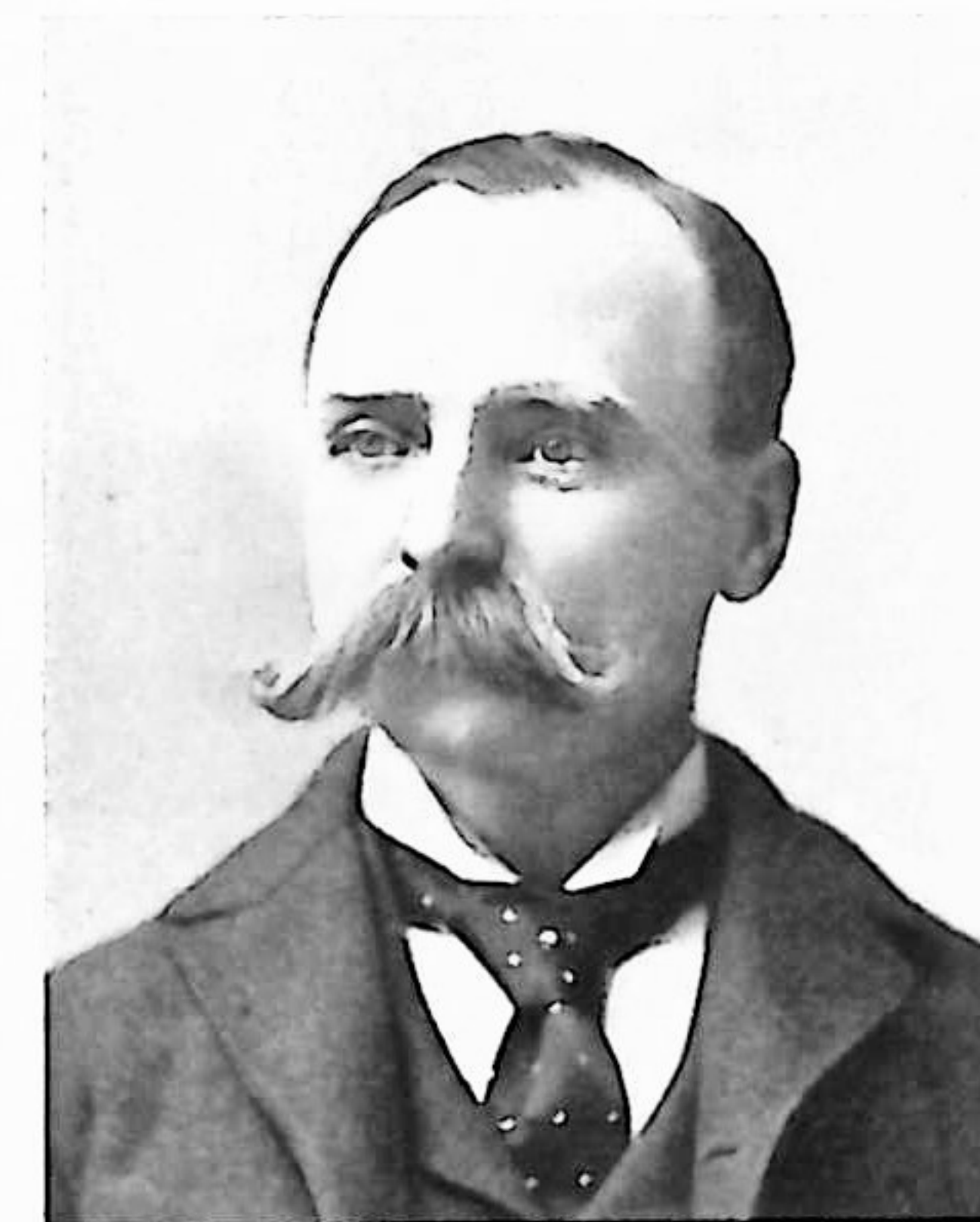
JOSEPH PRECORE,
Proprietor of the National Laundry, 297
Seneca Street.

Astor, D. O. Mills, Chas. Lanier and other multimillionaires and bankers. Evershed was dead; but other engineers took hold of his plans, which have practically been the basis of all calculations; so that the tunnel and hydraulic features of the work are to-day, in all essentials, precisely as he conceived them. The

scheme, however, was vast and the work slow. Twenty months were passed in perfecting the plans and drawings, and it was not until nearly the end of 1890 that the first stroke of actual construction was made.

Three years were spent on the tunnel and wheel-pits. More than a thousand men were engaged continuously during this time upon the tunnel alone, for which 300,000 tons of rock were removed, and 16,000,000 brick used for lining. The construction of the canal and the wheel-pits was a work of corresponding importance and difficulty.

[177]



D. L. HAMILL,
Manufacturer and Jobber of Plumbers'
Supplies, 68 W. Genesee Street, Star
Theater Building.



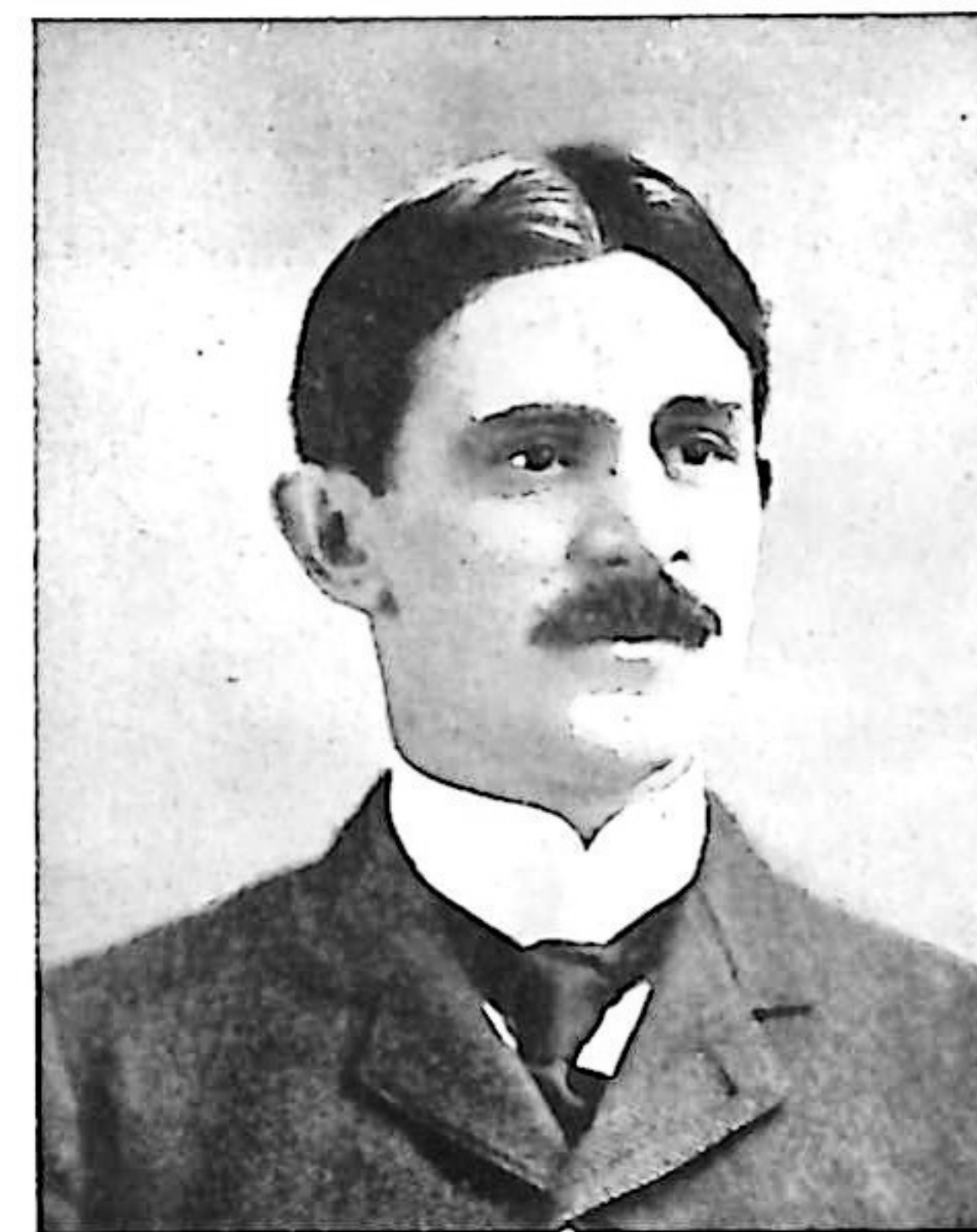
WAREHOUSE OF LOEGLER & LADD, 564 and 566
Washington Street.

Jobbers of Agricultural Implements, Buggies, Wagons,
Bicycles, Harness, Cordage, etc.

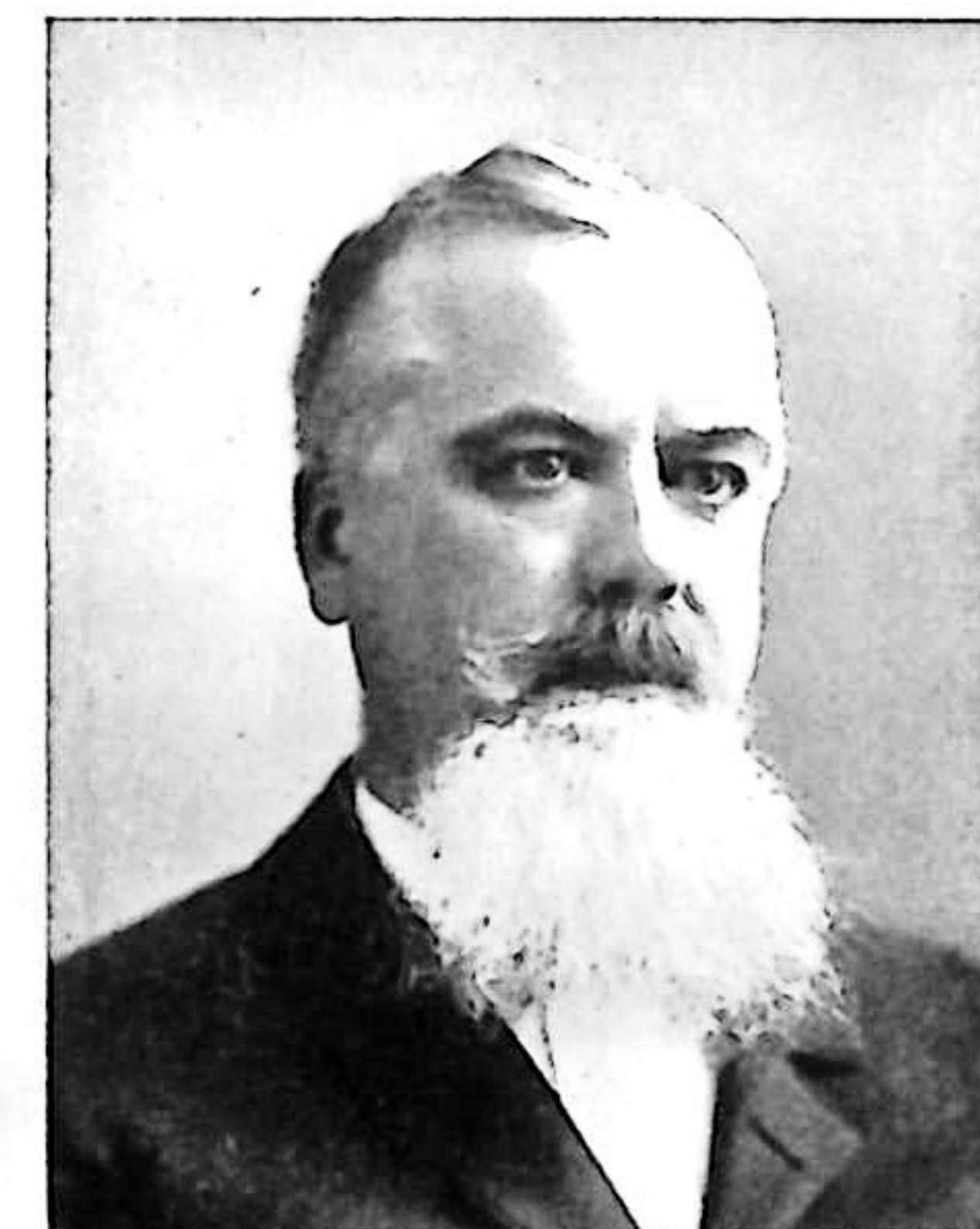
Special water wheels had to be designed, and the question of power transmission investigated and settled. Water wheels, of course, must be used; but none of the turbines of standard make met the requirements of the tremendous head of water proposed. Nor were there at the time persons in this country sufficiently familiar with the general subject of power transmission—and not many experts in Europe either—to advise in the matter. The best talent, in fact, in the world was necessary; and so

The diagram herewith, page 170, shows the nature and principal details of the project. Briefly explained it comprises a surface canal 250 feet wide at its mouth on the river, a mile and a quarter above the Falls. This canal extends inwardly 1,700 feet with an average depth of 12 feet, and serves water for about 100,000 horse-power. Its solid walls of masonry are pierced at intervals with 10 inlets, guarded by gate for the delivery of water to the wheel-pit in the power-house alongside the canal. The wheel-pit is 178 feet deep. A lateral connects it with the main tunnel. This main tunnel serves the purpose of a tail-race. Its maximum height is 21 feet; its width 18 feet 10 inches, its slope 6 feet in a thousand. A chip thrown into the water at the wheel-pit passes from the portal in three and one-half minutes. This shows a velocity of $26\frac{1}{2}$ feet a second, or at fullest capacity 20 miles an hour.

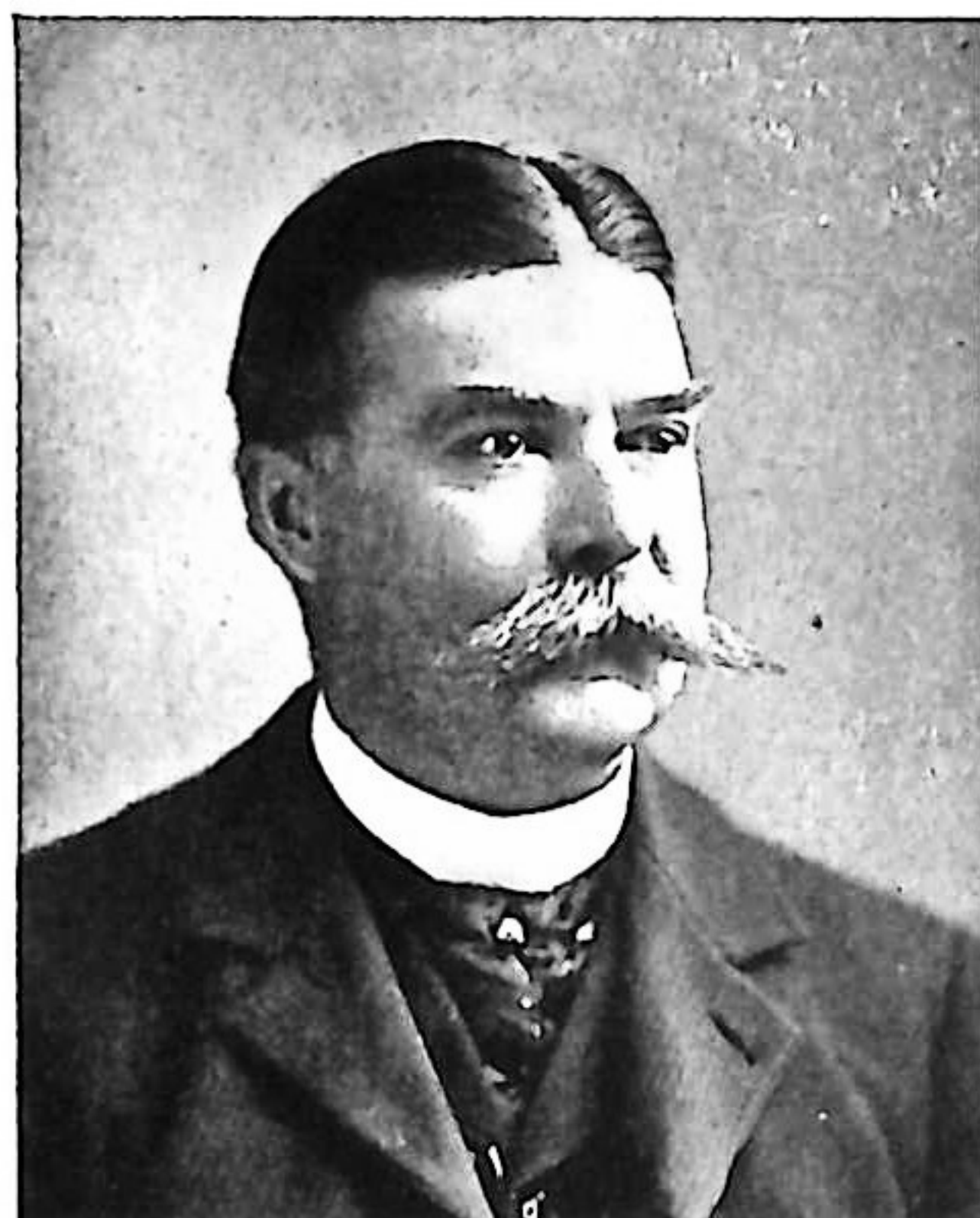
As in all great works of engineering new problems had to be met and solved.



HENRY B. STIMSON,
Dealer in Engines, Boilers, Pumps and all kinds
of Iron and Wood-working Machinery, 137
and 139 Washington Street. Also Pro-
prietor the Merchants' Storage Co.



JOHN HENRICH,
General Agent Peninsular Stoves and
Ranges. Dealer in Hardware, Paints
and House Furnishing Goods. Hot
Air, Steam and Hot Water Heater
and Metal Roofer.



JOHN H. SMITH,
District Manager of R. G. Dun & Co. for
Western New York. Offices in the
Dun Building.

to draw it out
\$22,000 in prizes
was offered in
London in 1890
for the best and
most acceptable
methods of us-
ing the big tun-
nel after it was
built. These
prizes were offer-
ed for the most
efficient manner
of converting

falling water into rotary motion,
and of transmitting this motion
or power to a greater or less distance—in other words
for a solution of the problem on modern lines.



RICHARD A. WAITE,
Architect. Offices, 13 German Insurance
Building.

As a result of
this competition
Faesch & Pic-
card of Geneva,
Switzerland,
were selected as
designers of the
turbines. These
turbines are of
original inven-
tions, and cal-
culated to de-
velop 5,000
horse-power

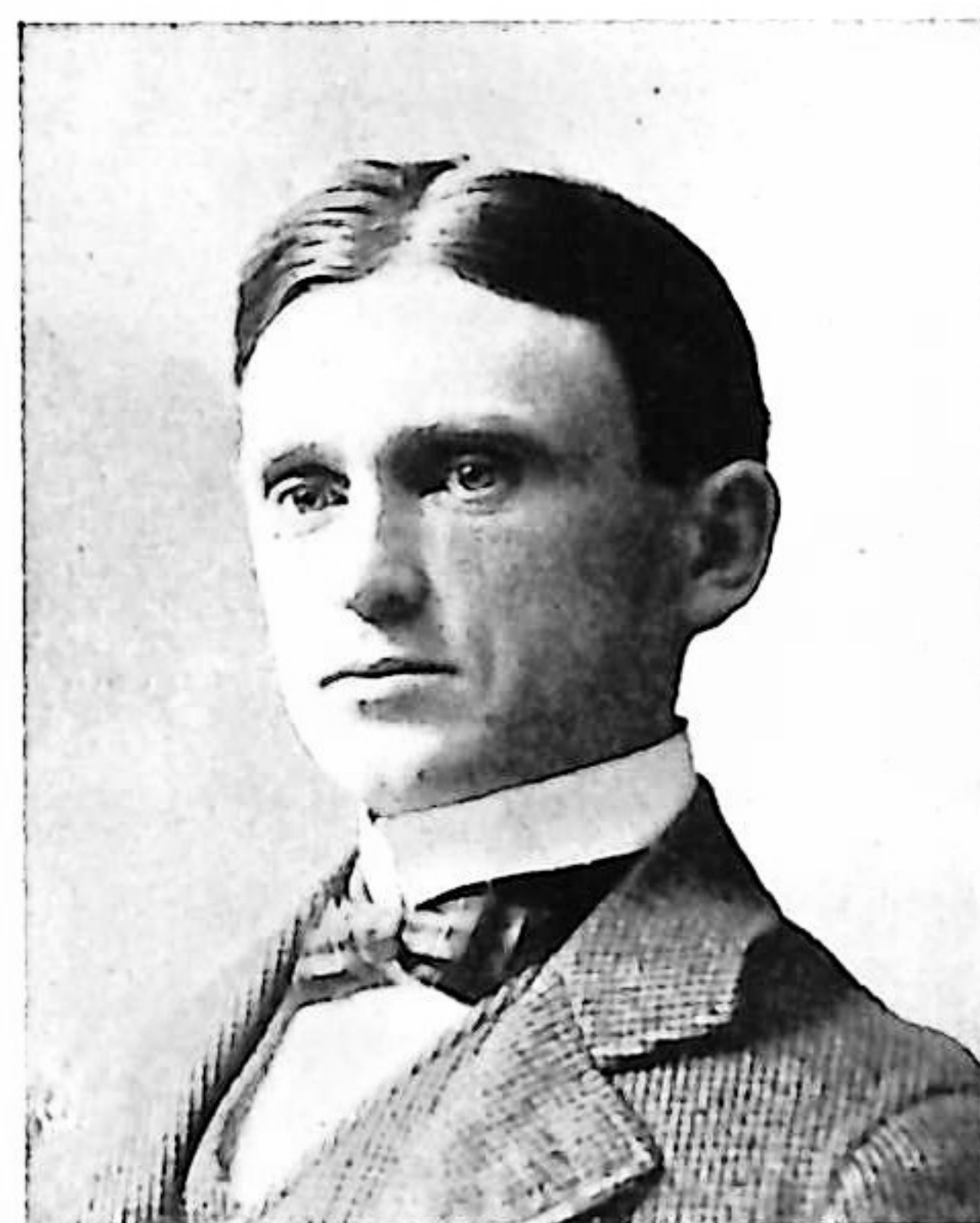
each. They are at the bottom of the wheel-pit,
140 feet from the surface. The water is conducted

to their lower surfaces by a tube or penstock, leading from
the surface canal which discharges between each pair of

wheels, the water falling away then
into the side tunnel, and thence to
the main tunnel, and thus to the
lower river. The power is devel-
oped, of course, in the wheel-pits;
the tunnel is merely the tail-race.
The wheels are five feet in diameter.
The penstock is of steel, and is seven
and one-half feet in diameter. The
constant pressure of its column of
water discharging below the wheels
serves to support the weight of all
the revolving parts.



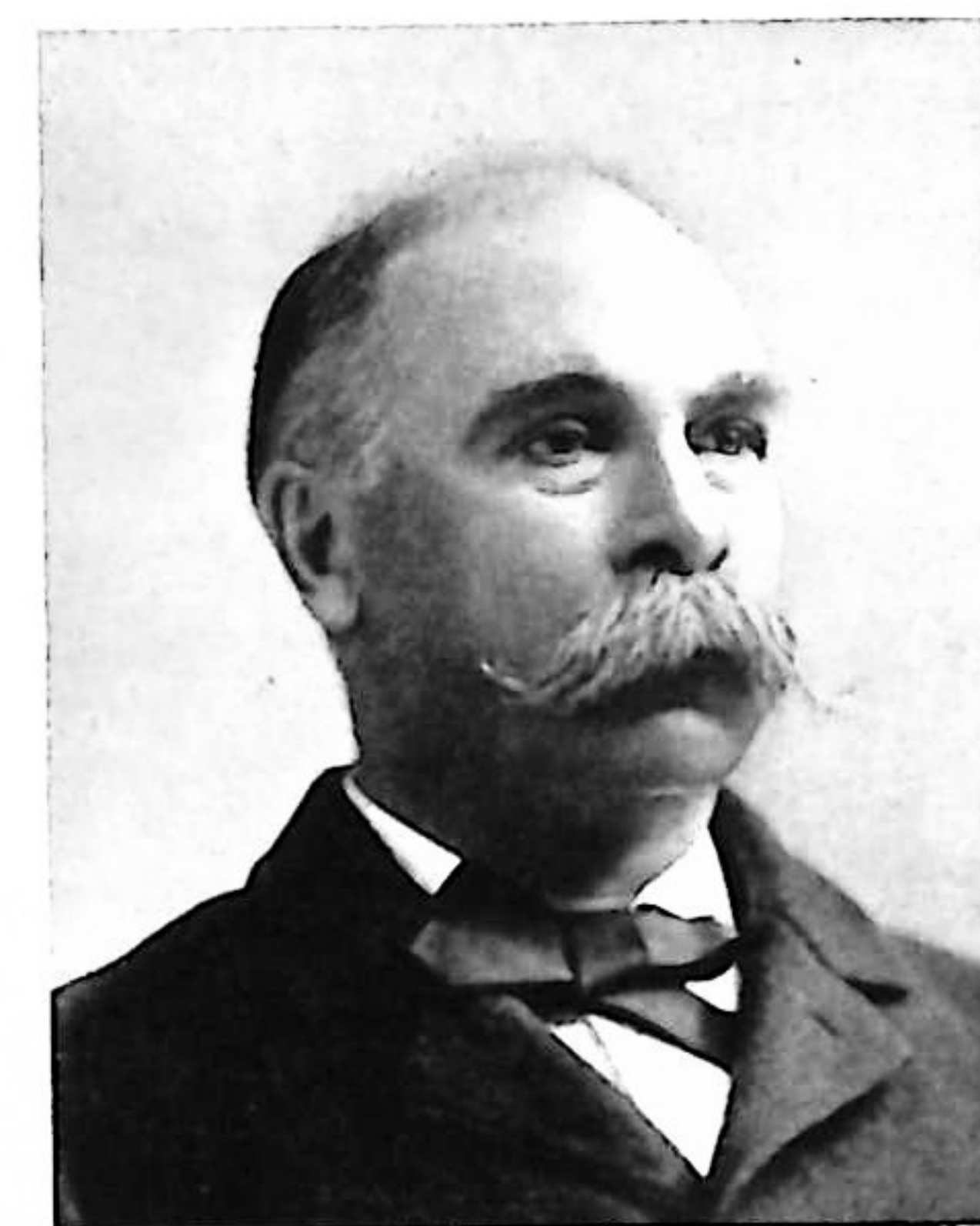
MARSDEN DAVEY,
Surveyor and Civil Engineer, 68 Niagara
Street. Identified with the profession
since 1864.



F. H. LOVERIN,
Of Loverin & Whelan, Architects, 19
Court Street.



FREDERICK A. WHELAN,
Of Loverin & Whelan, Architects, 19
Court Street.



W. C. COWLES,
Certified Public Accountant, 103 White
Building. Holding Regents' Certificate
under State law.

The plan of electrical transmission had not originally been determined, nor indeed seriously considered. When the subject of transmission came up in 1890 four methods were suggested, viz: By wire rope, hydraulic pipes, compressed air and electricity.



W. W. JOHNSON,
Architect, 47 City Bank Building.

At that time a famous American expert declared the last named means impracticable, and lent the weight of his authority to compressed air. However, after careful investigation of the power transmission plants of Europe, the two phase alternating electric generator with the dynamo of Prof. Forbes of London, developing 2,000 volts and 5,000 horse-power was decided upon. Three of these dynamos were built for the company and put in place, and in April, 1895, an electric current was developed by the Falls for the first time.

The project being thus far a complete success, next came up the matter



H. H. LITTLE,
Architect, 114 White Building.

every year for a term of years; and it is to pay the city 2½ per cent. of its gross receipts for the 36 years of the franchise. On November 15, 1896, as has been said, at midnight, the first transmission was made, 1,000 horse-



JAMES SANGSTER,
Solicitor of American and Foreign Patents
and Expert in Patent Cases. 284 Main
Street. Established 1863.



THOMAS D. MACNOE,
Law Stenographer, 883 Ellicott Square
Building.

of a power transmission line to Buffalo. A franchise was asked through the city council to allow the company to enter this field and distribute its merchandise. After some friction, finally, in December, 1895, the privilege sought was granted it. This contract requires the company to furnish 10,000 horse-power to consumers here by June, 1897, and 10,000 additional horse-power



GEORGE CARY,
Architect, 184 Delaware Avenue.

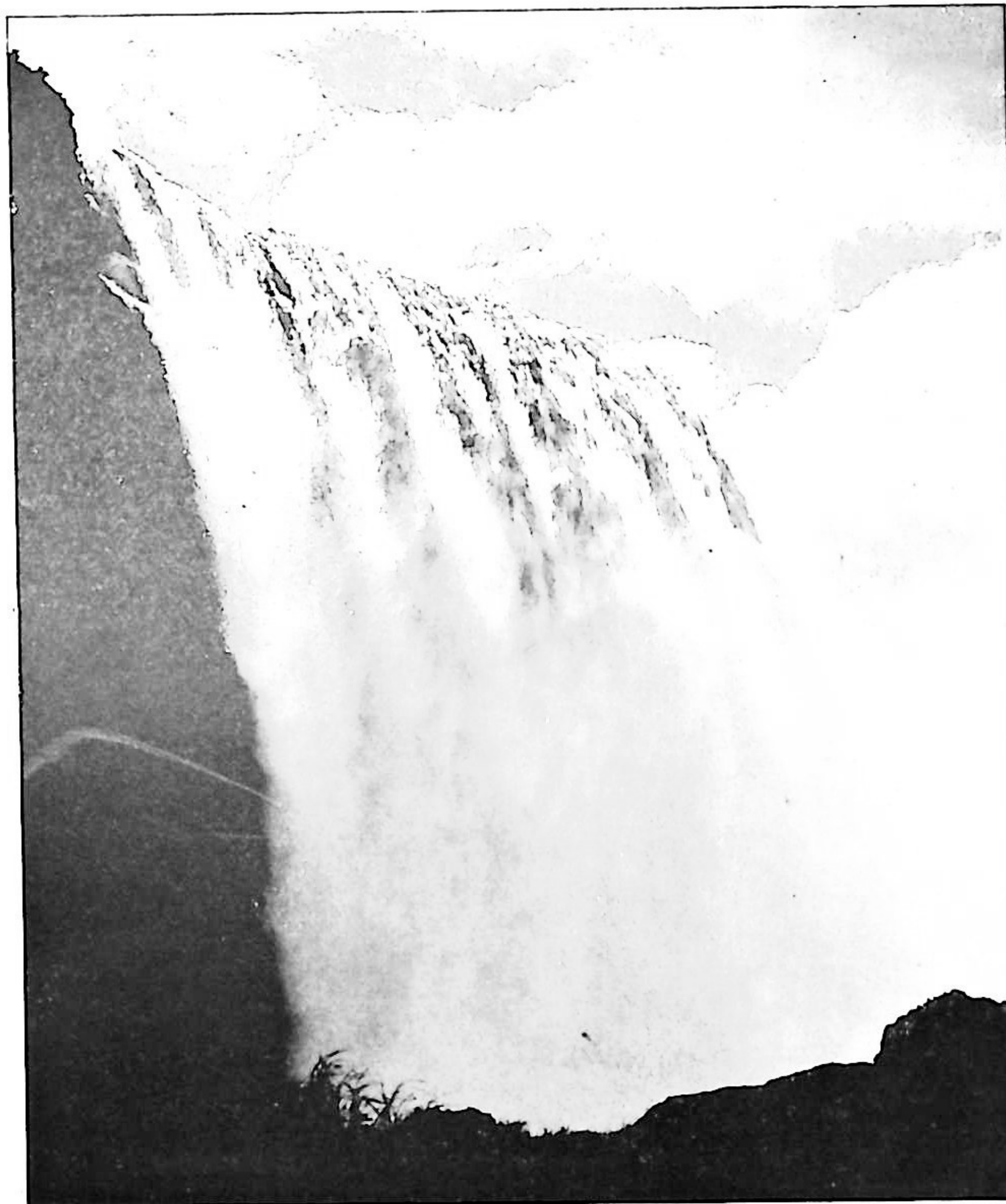
power to the plant of the Buffalo Electric Railway. The event was duly celebrated in this city.

The mode of transmission is from the works at the Falls through a transformer house in the equipment of which the great electrician Tesla

was employed, thence by cable slung on high poles over the distance between the Falls and city limits, and thence by conduit. There are three of these cables with a total length of 78 miles. The cost to the railroad company is \$36 per horse-power per year.

Seven more generators of 5,000 horse-power each are now being installed by the Niagara Falls Power Co., to meet the expected demand for power. This with those already in makes 50,000 horse-power or half the amount the great tunnel will accommodate. Meanwhile also the facilities of this power company have drawn to locations nearby the Falls, some very large enterprises, nearly all of industries to which the use of electricity is necessary not alone for transmission but for the production of goods, the Pittsburg Reduction Co., manufacturing aluminum, the Carborundum Co., Calcium Carbide Co., etc., among them.

The Buffalo principals in the transmission enterprise which is known as the Cataract Power & Conduit Co., are George Urban, Jr., of the Urban Flour Mills, who is president; Charles R. Huntley, manager of the General Electric Co., who is vice-president; and William R. Rankine, secretary and treasurer. New York capitalists are their associates.



NIAGARA. THE AMERICAN FALLS.



SUBURBAN BUFFALO: THE TONAWANDAS—THE FALLS—DEPEW, ETC.

TONAWANDA, or the Tonawandas, for there are two of them, are situated side by side, about five miles from Buffalo to the north, where the Erie Canal leaves the Niagara River. Their title to distinction lies in the fact that they constitute jointly one of the greatest, if not indeed the greatest lumber center in the world. Last year, 1896, they handled between them over a



HON. TRACY C. BECKER.
Attorney at Law. Offices, 403 Main Street.

billion feet, this enormous quantity representing receipts from Canada, the Northwest and Northeast, and embracing both hard and soft woods. Here there is an excellent harbor—the Niagara River, with an 18-foot channel to the lumber docks, and the transportation facilities also of the New York Central and Erie roads and Erie Canal, and here also there is a variety of manufactures, including sash and blinds, and building finish, shingles, lumber, and lath, house and boat material, furniture, carriages, water and gas piping, machinery and castings, flour, patent medicines, etc., and carousels or “merry-go-rounds,” a Tonawanda specialty. The pop-



JAMES A. ROBERTS.
Attorney at Law of 403 Main Street, and State Comptroller of New York. Elected 1893 to serve two years; re-elected 1895 for three years.

ulation of the two towns is upwards of 10,000.

manufacturing industries. Fruits, especially apples, are produced in great abundance in the country round about.

Here are the world-famed Niagara Falls. The cataract received its name from the aborigines, Ni-a-ga-ra, “Thunder of Waters.” Its roar can be heard, under favorable conditions, at a distance of 15 miles. There are three distinct falls: The Horseshoe Falls, Canadian, so named on account of its crescent shape, covering a width of 2,000 feet, and having a fall of 154

ulation of the two towns is upwards of 10,000.

NIAGARA FALLS.

THE city of Niagara Falls, Niagara County, N. Y., is on Niagara River, 23 miles northwest of Buffalo. Its population is 20,000. To it run the New York Central & Hudson River; Michigan Central; West Shore; Rome, Watertown & Ogdensburg; Lehigh Valley and Erie railroads. Its business interests are varied. Paper and flour, corundum, aluminum, and the generation of electrical power are the leading



HON. WILLIAM H. ORCUTT.
Attorney and Counselor at Law, 319 Mooney-Brisbane Building.



CHARLES D. MARSHALL.
Attorney and Counselor at Law, 89 Erie
County Bank Building.

feet; the American Falls, 660 feet, and the Central Fall, 243 feet in width, each with a fall of 163 feet. The volume of water is perpetually the same, no amount of rain or snow making an apparent change. The State of New York has made a reservation and park of the Falls and vicinity on the

American side of the river, and the Canadian authorities have done the same on that side of the line.

The whirlpool rapids and Gorge of the Niagara,

reached by the Gorge electric road from Niagara to Lewiston, on Lake Ontario (the enterprise mentioned on page 33), and the several bridges, are also points of general interest. The Falls are conceded one of the grandest natural features of the world. They provide a water-power, the limit of which is incalculable.

THE SUBURB OF DEPEW.

DEPEW, situated east of the city, about 10 miles, adjoins the old German

settlement of Lancaster, which, in exuberant growth, it threatens to absorb. It was founded in 1892 by the New York Central Railroad Co., and is named for the famous president of that organization, Hon. Chauncey M. Depew.

It is a model city, laid out somewhat after the fashion of Pullman, Illinois, upon 100 acres of ground, which are

now pretty well occupied with the works since established, and the homes of those employed in them.



GEO. A. LEWIS.

Attorney and Counselor at Law, of the firm of Lewis & Montgomery, 31 Erie County Bank Building. Ex-Judge of the Municipal Court of Buffalo.

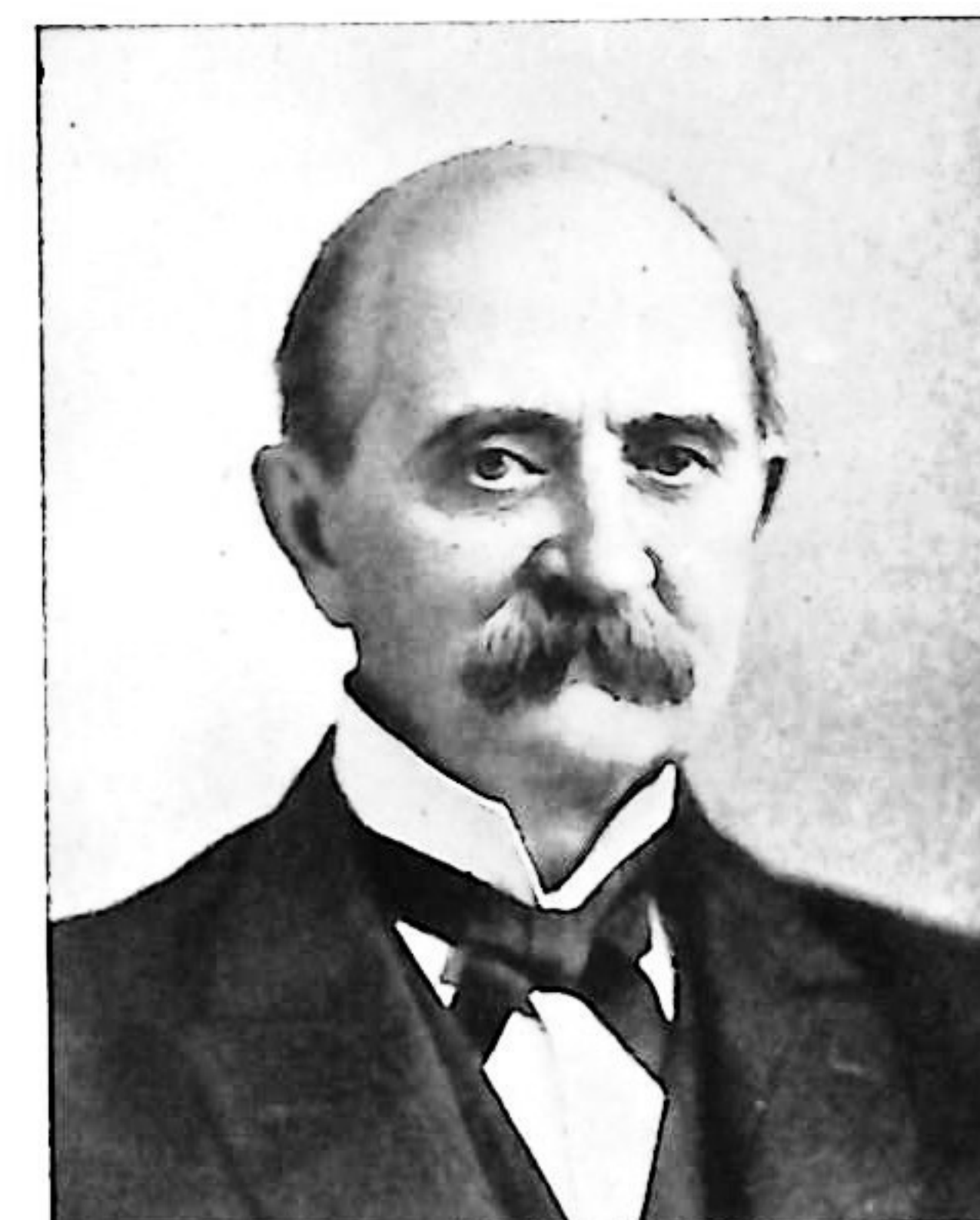
The purpose of the company was to secure larger and more commodious quarters for its shops than it used to enjoy, and incidentally to escape the heavy taxation falling upon it in the larger cities. The New York Central



O. O. COTTLE.
Attorney and Counselor at Law, 638 Guaranty Building.



CHAS. F. TABOR.
Attorney and Counselor at Law. Offices, 712 Mooney Building.



JOSEPH L. FAIRCHILD.
Counselor at Law. Register in Bankruptcy and U. S. Commissioner, Buffalo, N. Y.



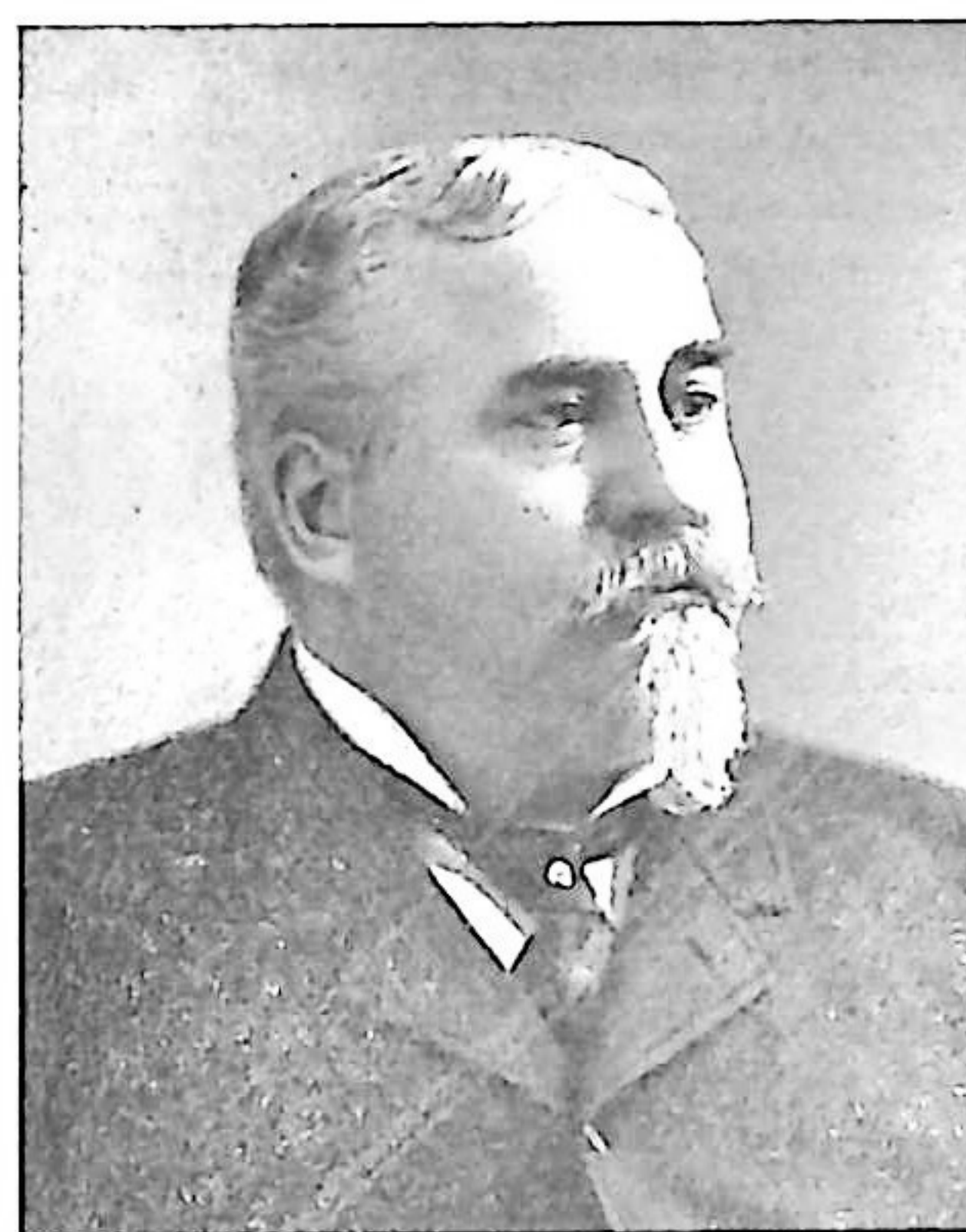
GANSON DEPEW,
Attorney and Counselor at Law, 618 Ellicott Square Building. Of McMillan, Gluck, Pooley & Depew, Attorneys for the N. Y. Central & H. R., West Shore and Michigan Central railroads and Western Union Tel. Co.

locomotive shops were first moved there from Syracuse and East Buffalo. About the same time the Gould Coupler Works moved out there from Buffalo, and the Union Car Co. also established shops

on the ground. These three concerns, railroad, coupler and car company, employ about 2,000 hands when running full, and about 1,000 more are employed in the shops of the West Shore Railroad, also placed there, and

the works of the National Car Wheel Co., Buffalo Brass Co., Gould Axle Co., and the Wagner Palace Car Laundry.

Very naturally, with some 600 new houses built, and four trunk lines centering there, the New



JOHN LAUGHLIN,
Attorney at Law, 1212 Guaranty Building.

York Central, West Shore, Lackawanna and the Erie roads, Depew real estate is in demand. The Lehigh Valley has a branch to the place, and the Buffalo Terminal has se-

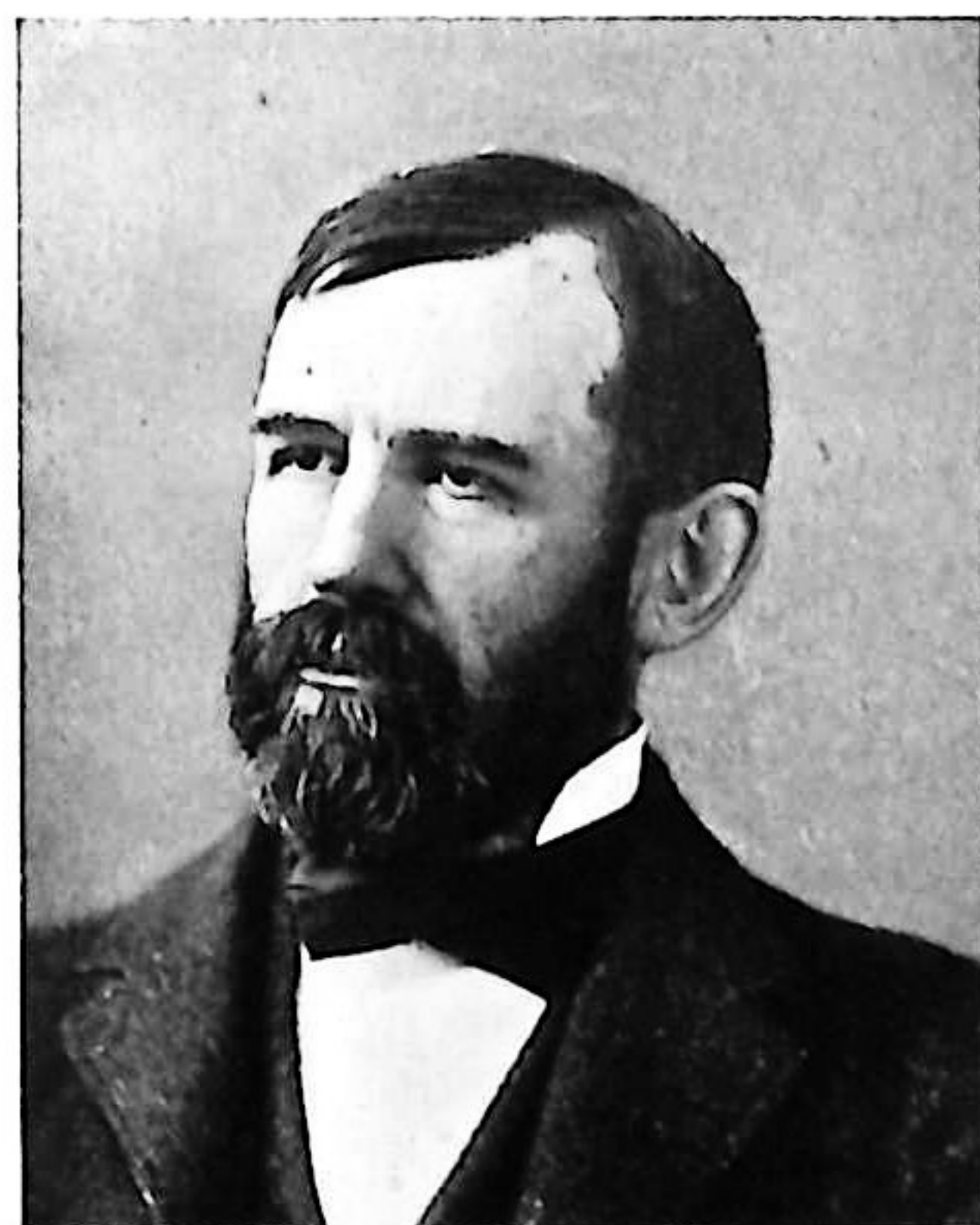
cured right of way; and it is expected that a considerable transfer business will be done at this point. The latest development at the place is the



HON. DANIEL H. McMILLAN,
Ellicott Square, Buffalo. Of McMillan, Gluck, Pooley & Depew, Counselors at Law, Attorneys for the N. Y. Central & H. R., West Shore and Michigan Central railroads and Western Union Telegraph Co.

proposed establishment of a big cotton mill by New York and Fall River capitalists.

Other suburbs of Buffalo are Cheektowaga, West Seneca, Ebenezer, La Salle, East Aurora and Hamburg.



ADELBERT MOOT,
Counselor at Law, 45 Erie County Bank Building.



CHAS. A. POOLEY,
Attorney and Counselor at Law. Of McMillan, Gluck, Pooley & Depew. Offices, Ellicott Square.



GEO. F. BROWNELL,
General Solicitor for the Erie Railroad Company. Of Sprague, Moot, Sprague & Brownell, Counselors at Law, 45 Erie County Bank Building, Attorneys for the Erie R. R. Co., Grand Trunk R'y Co. and Buffalo Creek R.R. Co.

PROFESSIONAL AND OFFICIAL: THE BAR OF THE CITY. FEDERAL, STATE AND COUNTY CONCERNS.

BUFFALO, as the second city of the State and the center of business generally for Western New York, has importance as a seat of law courts, State and Federal, and of government business, Federal especially, to the financial side of which we have already (page 59) referred. Here, too, besides the courts, are a law school and law libraries; and

here, in a field of practice and politics

by no means confined, not a few attorneys of the city have risen to places of renown—Millard Fillmore, 13th president of the Republic, and Grover Cleveland, most conspicuous, perhaps, in this regard. And, as lawyers, legislators, or men of affairs, the names of Bissell, Rogers, Becker and McMillan, and Judges Daniels and White, Haight, Hall and others are names familiar to a wider public than Buffalo merely or even the State of New York alone.



HON. MYRON H. PECK,
Counselor at Law, 505 Ellicott Square.



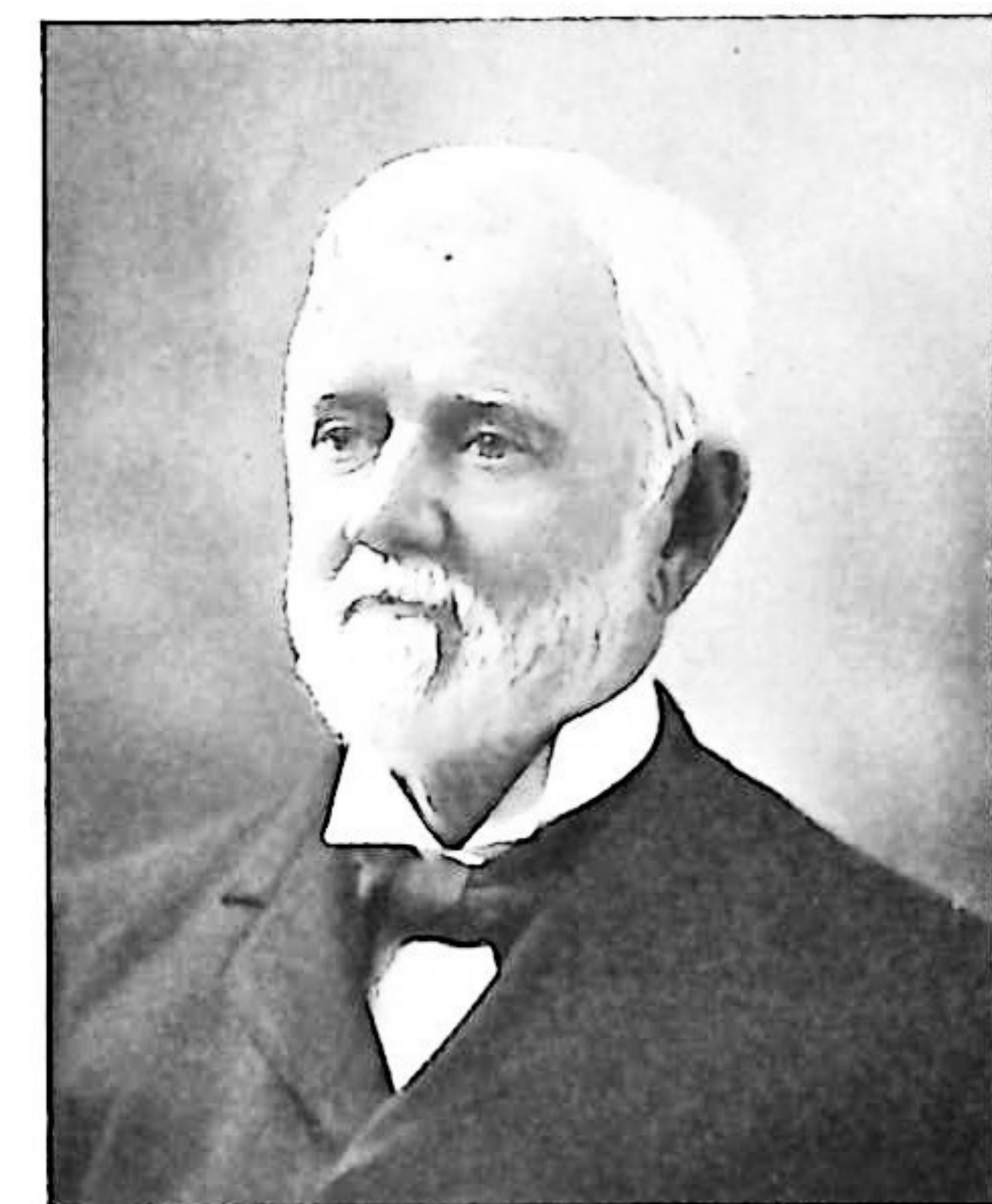
SHERMAN S. ROGERS,
Attorney, of Rogers, Locke & Milburn,
28 Erie Street.

The bar of the city, as set down in the latest directory, numbers 800 persons. Of these those whose portraits embellish this division of our work form a fairly representative selection.

COURTS OF THE CITY.

THE courts held here are the following:

1. The United States District Court for the Northern District of New York, Judge Coxe of Utica presiding. This



LOREN L. LEWIS,
Justice of the Supreme Court, 8th Judicial
District of New York.



GEO. L. LEWIS,
[185] Attorney and Counselor at Law, 14 Court St.

court holds one session here annually, beginning in September. Attached to it is a staff of United States Attorneys, Marshals, Clerks, Commissioners, Registers and other officials and attaches.



EDMUND JAMES PLUMLEY,
Attorney and Counselor at Law, 302
D. S. Morgan Building.

2. The Supreme Court of New York for the Eighth Judicial District of the State. There are three divisions of this court for Buffalo, one criminal and two civil, sitting all the year except July and August. Frank C. Laughlin, Robert C. Titus and Truman C. White are the Judges of this court.



HENRY W. HILL,
Lawyer, of 208 Main Street, Buffalo
Member of the New York Constitutional Convention of 1864 and of the New York Assembly 1866-67, and
Councillor of the Buffalo Historical Society.



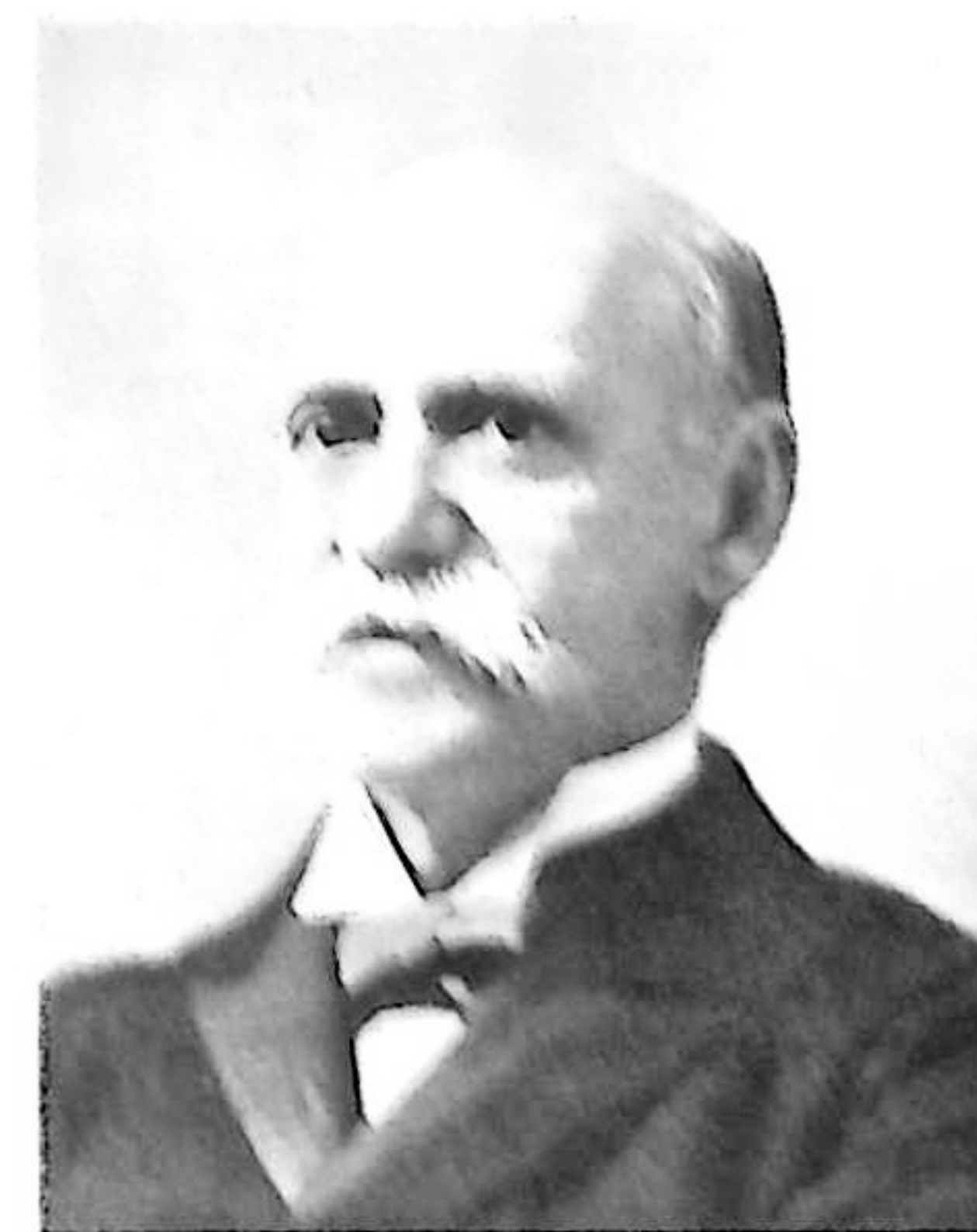
FRED GREINER,
Attorney and Counselor at Law, Offices
in the Mooney Building.

which movement will very likely ripen in due time.

4. The Municipal or City Civil Court. Judges, Chas. W. Hinson and Louis Braunlein. This court has jurisdiction in cases where the amount involved is \$500 or less. It supplants the old courts formerly held by Justices of the Peace.



HON. ARTHUR W. HICKMAN,
Attorney at Law, 3 German Insurance
Building.



GEORGE J. STUARD,
Attorney at Law, 541 Ellicott Square.

5. The Police Court, Judge Thomas S. King presiding. He is assisted by what is known here in the vernacular as "Sunrise" Justices—two of them appointed by the

Mayor to adjudge petty cases, like common drunks, brawlers, etc. They hold court at daybreak, proceeding, for that purpose, from station to station; hence the name.

Pensions, customs, patents, shipping, the serv-



FRANK E. SICKELS,
Attorney and Counselor at Law. Offices,
710-721 Real Estate Exchange.

[1898]



AUSTIN R. PRESTON,
Attorney at Law, 14 Court Street.

Building. It is owned by the State, and is maintained by an annual appropriation; is open to the public, but, of course, is most largely used by lawyers.

It embraces about 25,000 volumes. The other collection is that in the Ellicott Square Building, upwards of 4,000 volumes maintained by the Ellicott Square Company for its lawyer tenants. It is on the ninth floor adjoining the rooms of the Law School.



CARL T. CHESTER,
Attorney and Counselor at Law, 914
Ellicott Square.

ice of the railroad and other corporations, the settlement of estates, all afford opportunity here for the legal lights of the town. There are two libraries, wholly made up of legal works, and one partly so. The principal collection is that of the Supreme Court, housed in the City and County



JAMES J. LAWLESS,
Counselor at Law, 22 Erie County Savings
Bank Building.

This Law School is one of the departments of the University of Buffalo. It was founded in 1887. Judge Chas. Daniels is its Dean. It has a staff of professors and lecturers embracing the leading practitioners of the city, who give their services free. The course covers two years, and leads to

the degree of LL. B. It is arranged especially to meet the requirements of ambitious young men of limited means, and gives them opportunity to combine the practical work of the law school with the theory of the lecture room. It has 75 students enrolled.

Jacob J. Stern is president of the Bar Association of the city.

Following are the principal Federal officials here:

United States Pension Agent; Internal Revenue Collector, Collector of Customs for the port; Post-



GEORGE WADSWORTH,
Attorney at Law, 626 Ellicott Square.

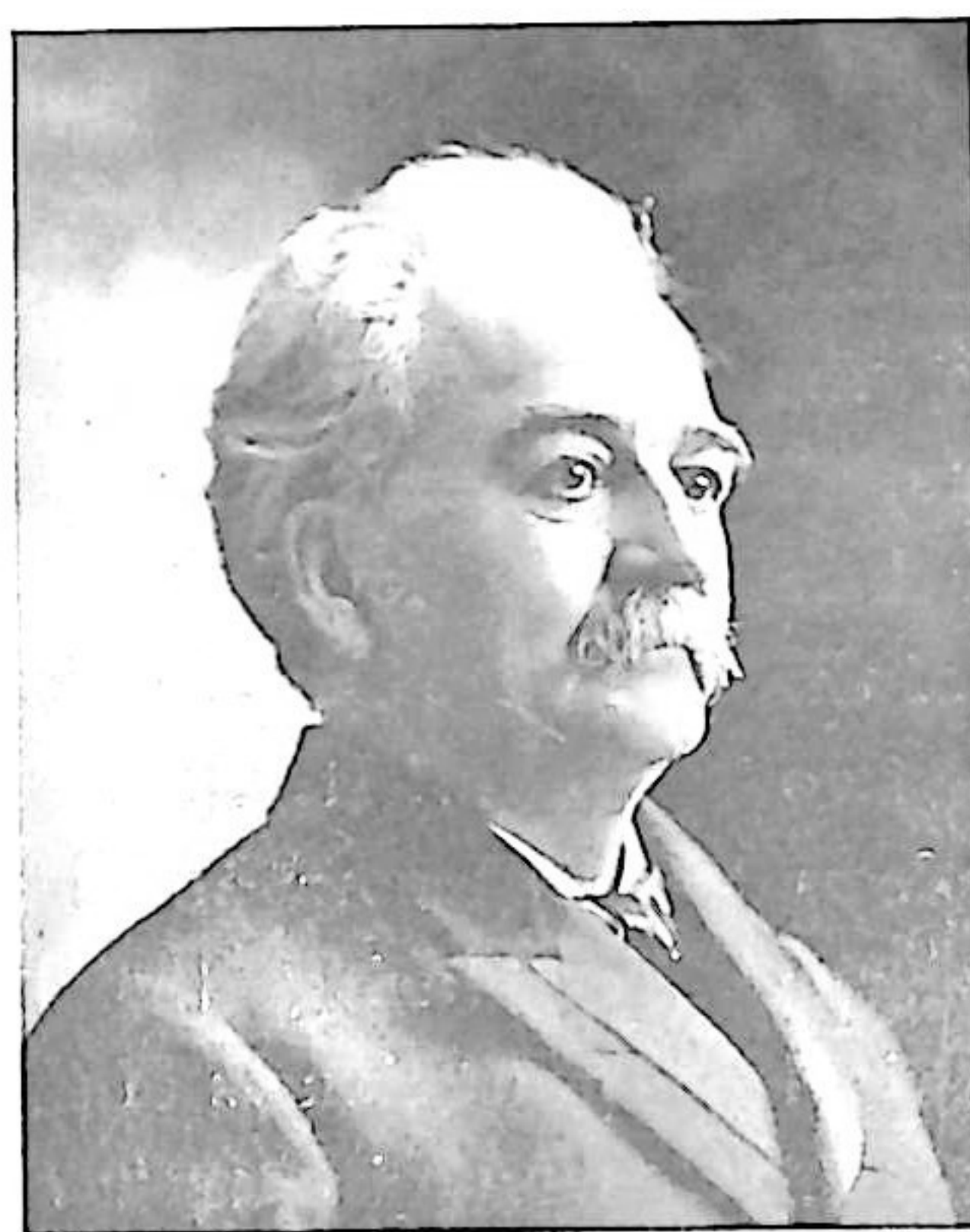


W. F. MACKEY,
Attorney and Counselor at Law, 907
D. S. Morgan Building.



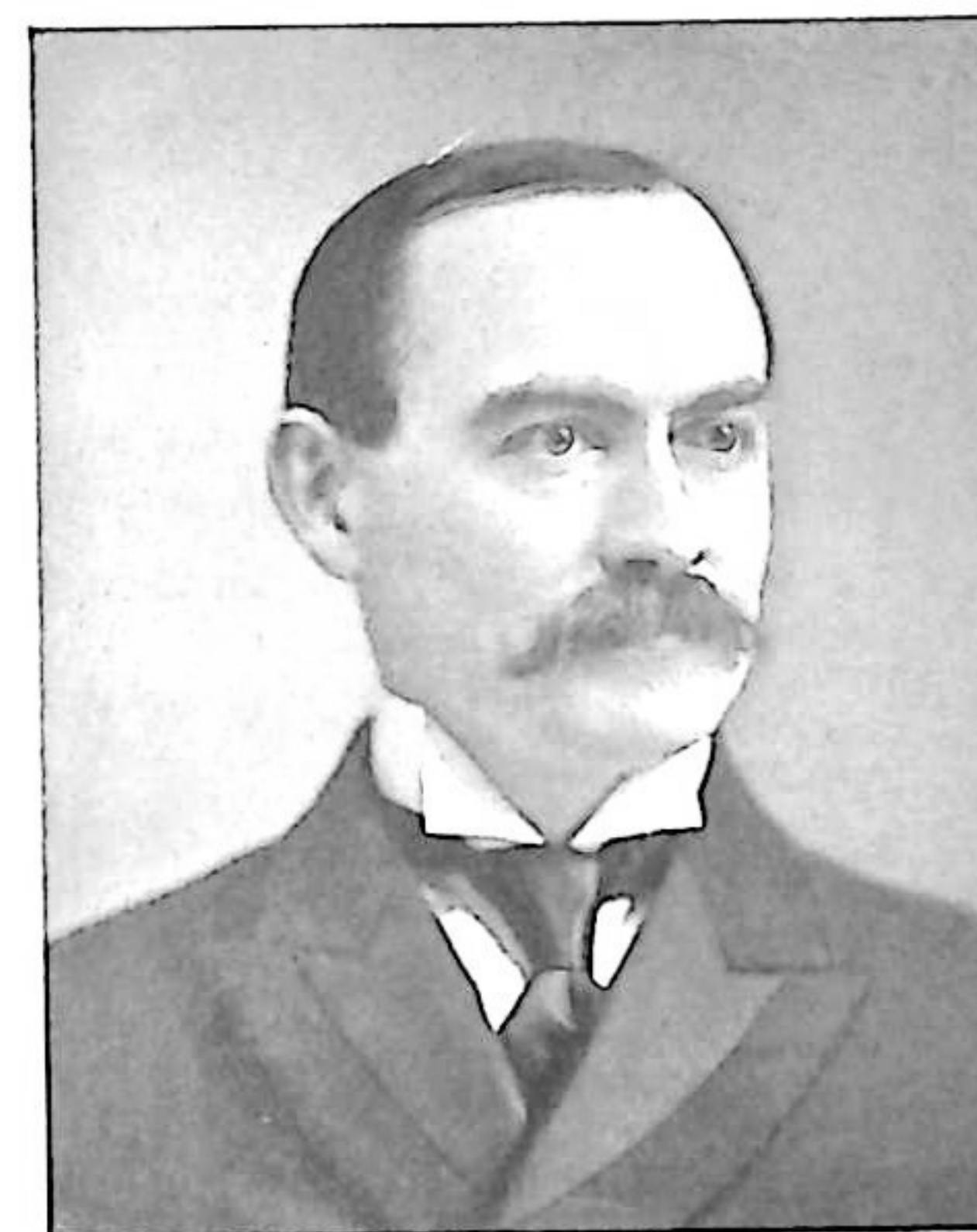
JOHN C. HUBBELL,
Attorney and Counselor at Law, 390 Main
Street.

master of the city. The Pension Agency covers all Western New York; the Revenue Collection District the northern third of the State. Here, also, are located United States Civil Service Commissioners, Inspectors of Vessels and Lighthouses, Army Engineers directing work on the breakwater, a Supervisor of the new Federal Building, now under construction, and at Fort Porter, a detachment of the United States Army.



FRANKLIN R. PERKINS.
Attorney at Law, 25 Law Exchange.

city has a representation of three senators and eight assemblymen in the State Legislature. Other State officials located here are the Excise Commission, certain Canal officers, Factory Inspectors, one member of the State Board of Charities, and officials of the National Guard of New York State.



EMORY P. CLOSE,
Attorney and Counselor at Law, Offices
in the D. S. Morgan Building.

THE GOVERNMENT OF ERIE COUNTY.



GEO. T. WARDWELL,
Attorney and Counselor at Law, 617
Mooney-Brisbane Building.

The Congressmen representing this city are Rowland B. Mahany of the 32d, and Col. Alexander of the 33d New York districts, each of which districts embraces some country territory along with a part of the city. The



CHAS. B. WHEELER,
Attorney and Counselor at Law, 117 Erie
County Bank Building.

BUFFALO is the County Seat of Erie County. The local affairs of this county are looked after by a Board of Supervisors, consisting of 50 members, 25 from the city (one from each ward), and 25 from the county.



W. H. PEABODY, Jr.,
Attorney and Counselor at Law, 311 Main
Street.

BUFFALO IN A NUTSHELL: A SUMMARY.

SITUATION AND DESCRIPTION: Port of Lake Erie and Niagara River in Western New York, 22 miles from Niagara Falls, and terminus of the Erie Canal. The "Electric City" provided with power transmitted direct from the Falls.

HISTORY: Settled 1783; sacked in the war of 1812; incorporated, 1832.

POPULATION, 1896, 355,000.

TAXABLE VALUES, \$239,000,000; tax rate, \$15.88 per M; city debt, \$10,700,000.

WATER SUPPLY: Lake Erie; practically unlimited.

NATURAL GAS at a low rate.

DEATH RATE, 1896, only 12 + per M.

MILES ASPHALTED STREETS, 198; miles electric railways, 210; area of parks, 718 acres.

PUBLIC SCHOOLS, 58; annual expense of same, \$1,015,000.

BUILDING IMPROVEMENTS, about \$6,500,000 in value annually.

PUBLIC IMPROVEMENTS, now under way to the extent of \$10,000,000.

GOVERNMENTAL DISBURSEMENTS, about \$26,725,000 a year.

BANKS, 24; with total resources, over \$100,000,000; bank clearings, 1896, \$219,400,646.

RAILROADS, 28; of 13 great systems.

LAKE STEAMSHIP LINES, 13. Arrivals and departures by lake, 1896, vessels, 11,322; tonnage, 11,304,742.

FOREIGN IMPORTS AND EXPORTS, \$8,306,000.

GRAIN TRADE, 1896, 215,372,734 bushels.

LUMBER TRADE, 1896, 933,674,108 feet.

COAL TRADE, 1896, 9,775,000 tons.

LIVE STOCK, (of all classes,) 1896, 7,600,224 head.

MANUFACTURED PRODUCT, 1896, \$150,000,000.

GRAND TOTAL OF BUSINESS (jobbing and manufacturing), 1896, \$300,000,000, and upward.

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